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## Joint Doctrine for Amphibious Operations



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# PREFACE

## 1. Scope

This publication is a doctrine document in the joint operations series. It provides fundamental principles that guide the Armed Forces of the United States in the conduct of amphibious operations.

## 2. Purpose

This publication has been prepared under the direction of the Chairman of the Joint Chiefs of Staff. It sets forth doctrine to govern the joint activities and performance of the Armed Forces of the United States in joint operations and provides the doctrinal basis for US military involvement in multinational and interagency operations. It provides military guidance for the exercise of authority by combatant commanders and other joint force commanders (JFCs) and prescribes doctrine for joint operations and training. It provides military guidance for use by the Armed Forces in preparing their appropriate plans. It is not the intent of this publication to restrict the authority of the JFC from organizing the force and executing the mission in a manner the JFC deems most appropriate to ensure unity of effort in the accomplishment of the overall mission.

## 3. Application

a. Doctrine and guidance established in this publication apply to the commanders of combatant commands, subunified commands, joint task forces, and subordinate components of these commands. These principles and guidance also may apply when significant forces of one Service are attached to forces of another Service or when significant forces of one Service support forces of another Service.

b. The guidance in this publication is authoritative; as such, this doctrine will be followed except when, in the judgment of the commander, exceptional circumstances dictate otherwise. If conflicts arise between the contents of this publication and the contents of Service publications, this publication will take precedence for the activities of joint forces unless the Chairman of the Joint Chiefs of Staff, normally in coordination with the other members of the Joint Chiefs of Staff, has provided more current and specific guidance. Commanders of forces operating as part of a multinational (alliance or coalition) military command should follow multinational doctrine and procedures ratified by the United States. For doctrine and procedures not ratified by the United States, commanders should evaluate and follow the multinational command's doctrine and procedures, where applicable and consistent with US law, regulations, and doctrine.

For the Chairman of the Joint Chiefs of Staff:



S. A. FRY  
Vice Admiral, U.S. Navy  
Director, Joint Staff

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# EXECUTIVE SUMMARY

## COMMANDER'S OVERVIEW

- Discusses the Types and Characteristics of Amphibious Operations
  - Covers Command Relationships for Amphibious Operations
  - Discusses Air Command and Control Arrangements
  - Covers Amphibious Operations Planning and Execution Considerations
- 

### General Concepts

*An amphibious operation is a military operation launched from the sea by an amphibious force embarked in ships or craft with the primary purpose of introducing a landing force (LF) ashore to accomplish the assigned mission.*

*Amphibious operations apply maneuver principles to expeditionary power projection in joint and multinational operations.*

#### *Clarification of terms.*

**Types of amphibious operations** include assaults, withdrawals, demonstrations, raids, and other operations in a permissive, uncertain, or hostile environment.

An amphibious force conducts amphibious operations. An **amphibious force is defined as** an amphibious task force (ATF) and a landing force (LF) together with other forces that are trained, organized, and equipped for amphibious operations.

Amphibious operations seek to **exploit the element of surprise and capitalize on enemy weakness** by projecting and applying combat power precisely at the most advantageous location and time. Amphibious forces provide the joint force commander (JFC) with a balanced, mobile force flexible enough to provide the required capability at the right time and place with sufficient endurance to accomplish the mission.

The terms “commander, amphibious task force” (CATF) and “commander, landing force” (CLF) have been used doctrinally in the past to signify the commanders assigned to spearhead amphibious operations. This doctrine disassociates (from previous doctrine) any historical implications of the terms “CATF” and “CLF” from command relations. The terms “CATF” and “CLF” do not connote titles or command relationships. Rather, they refer to those commanders who are instrumental to the conduct of amphibious operations in a

joint environment. Under Joint Publication (JP) 0-2, *Unified Action Armed Forces (UNAAF)*, the establishing authority may choose from a variety of command relationship options between the CATE, CLF, and other designated commanders involved in amphibious operations.

### Applications

*Amphibious operations can be used in many ways to support the joint force commander's (JFC's) campaign or operation plan.*

Conducted alone, or in conjunction with other military operations, amphibious operations can be designed for the following purposes.

**Achieve campaign objectives in one swift stroke** by capitalizing on surprise and simultaneous execution of supporting operations to strike directly at enemy critical vulnerabilities and decisive points in order to defeat operational or tactical centers of gravity (COGs).

**Comprise the initial phase of a campaign or major operation** where the objective is to establish a military lodgment to support subsequent phases.

**Serve as a supporting operation** in a campaign in order to deny use of an area or facilities to the enemy, or to fix enemy forces and attention in support of other combat operations.

**Support military operations other than war** in order to deter war, resolve conflict, promote peace and stability, and support civil authorities in response to domestic crises.

### Types of Amphibious Operations

*Amphibious operations can generally be broken down into five major types: assaults, withdrawals, demonstrations, raids, and other amphibious operations.*

**Amphibious Assault.** The establishment of an LF on a hostile or potentially hostile shore.

**Amphibious Withdrawal.** The extraction of forces by sea in ships or craft from a hostile or potentially hostile shore.

**Amphibious Demonstration.** A show of force conducted to deceive with the expectation of deluding the enemy into a course of action unfavorable to it.

**Amphibious Raid.** A swift incursion into, or a temporary occupation of, an objective, followed by a planned withdrawal.

**Other Amphibious Operations.** The capabilities of amphibious forces may be especially suited to conduct other

types of operations, such as noncombatant evacuation operations and foreign humanitarian assistance.

### Characteristics of Amphibious Operations

*Amphibious operations have four key characteristics.*

**Integration between the Navy and landing forces.** The key characteristic of an amphibious operation is close coordination and cooperation between the ATF, LF, and other designated forces.

**Rapid buildup of combat power from the sea to shore.** The salient requirement of an amphibious assault is the necessity for swift, uninterrupted buildup of sufficient combat power ashore from an initial zero capability to full coordinated striking power as the attack progresses toward amphibious force objectives.

**Task-organized forces,** capable of multiple missions across the full range of military operations to enable joint, allied, and coalition operations. Amphibious forces are task-organized based on the mission.

**Unity of Effort and Operational Coherence.** The complexity of amphibious operations and the vulnerability of forces engaged in amphibious operations require an exceptional degree of unity of effort and operational coherence.

### Command and Control of Amphibious Operations

*Amphibious operations are normally part of a joint operation.*

The command relationships established within the amphibious force are in accordance with the concepts and principles delineated in JP 0-2, *Unified Action Armed Forces (UNAAF)*.

*The JFC ensures unity of effort in achieving amphibious objectives by establishing unity of command over amphibious forces.*

The JFC may establish unity of command over amphibious forces by **retaining operational control (OPCON)** over the Service or functional component commands executing the amphibious operation, or by **delegating OPCON or tactical control (TACON)** of the amphibious force to a Service or functional component commander.

*The JFC will organize the amphibious force in such a way as to best accomplish the mission based on the concept of operations.*

**If organizing forces along Service components,** the JFC may establish a support relationship between the Navy component commander and the Service component commander of the LF, or delegate OPCON or TACON of the assigned or attached amphibious forces to a Service component.

**If organizing the joint force with a combination of Service and functional component commands with operational responsibilities**, the JFC may establish a support relationship between the functional components, Service components, or other appropriate commanders, or delegate OPCON or TACON of the assigned or attached amphibious forces to a functional component or Service component commander.

*Typically, a support relationship is established between the commanders and is based on the complementary rather than similar nature of the amphibious task force and LF.*

**The command relationships** established among the CATF, CLF, and other designated commanders of the amphibious force is important. The type of relationship chosen by the common superior commander (or establishing authority) for the amphibious force should be based on mission, nature and duration of the operation, force capabilities, command and control (C2) capabilities, battlespace assigned, and recommendations from subordinate commanders.

*Regardless of the command relationships, when the order initiating the amphibious operation is received, unique relationships are observed during the planning phase.*

The commanders designated in the order initiating the amphibious operation are **coequal in planning matters and decisions**. All decisions must be reached on a basis of common understanding of the mission, objectives, and procedures and on a free exchange of information. Any differences between commanders that cannot be resolved are referred to the establishing authority.

*Amphibious operations normally encompass a three-dimensional geographic area, within which is located the amphibious objective(s).*

The amphibious operational area must be of sufficient size to conduct necessary sea, land, and air operations required to execute the mission of the amphibious force. The operational areas that may be assigned to an amphibious force in an order initiating the amphibious operation are an **amphibious objective area (AOA)** or an **area of operations** normally in conjunction with a high-density airspace control zone.

## Air Command and Control

*Assignment of airspace allows the commander to exercise command and control of forces, deconflict high volumes of different types of aircraft and missiles, and defend forces.*

During maritime operations such as amphibious operations, **the airspace control authority will normally designate the maritime commander as the control authority** for a specific airspace control area during the conduct of the amphibious operation (JP 3-52, *Doctrine for Joint Airspace Control in the Combat Zone*). The complexity and size of an amphibious operation directly affects the amount of airspace allocated.

*The joint counterair mission is used to gain and maintain air superiority through mutually supporting offensive and defensive measures.*

The **area air defense commander (AADC)** bears overall responsibility for air defense activities of the joint force. The regional air defense commander is normally established within the ATF organization and is responsible for the airspace allocated for amphibious operations, including but not limited to the AOA (if established). **The CATF will coordinate active defense plans and procedures with the AADC** and attack operations with the joint force air component commander unless otherwise specified in the order initiating the amphibious operation or the establishing directive. The designated commander assigns an air warfare commander, normally on the most capable air defense platform, to actually carry out air defense operations.

*During amphibious operations, airspace control and counterair responsibilities in the operational area may be transferred ashore.*

For transfer of airspace control and counterair responsibilities ashore to occur, **an appropriate agency must be established that is responsible for air operations planning, air control, and counterair.** This agency is either tactical air command center (ashore) when the LF is Marine Corps, or an air operations center when the LF is an Army task organization. It is phased ashore as part of the LF. To facilitate an orderly transfer of control, specific control functions may be incrementally passed as facilities ashore become operational.

## Tenets of Amphibious Planning

*The tenets of successful amphibious planning are top-down planning, unity of effort (within the designated operational area), and an integrated planning effort.*

**Top-Down Planning.** Planning is a fundamental responsibility of commanders. The complexity of amphibious operations requires amphibious force commanders to drive the planning process. Their guidance and intent are central to planning and must be translated into a design for action by subordinates.

**Unity of Effort.** Unity of effort in the operational area allows the CATF and CLF to effectively focus the amphibious force on mission accomplishment. They must view their battlespace as an indivisible entity, for operations or events in one area may have profound and often unintended effects on other areas and events.

**Integrated Planning.** Integrated planning in amphibious operations has two parts. The first part is the assembly of the amphibious force commanders and their staffs in the same locality. When such arrangements are not practicable, the exchange of liaison officers qualified to perform planning functions and the use of advanced technology, collaborative

planning aids, and video teleconferencing are necessary. The second part of integrated planning occurs across functional areas. The use of functional areas, such as maneuver, supporting arms and fires, intelligence, C2, logistics, and force protection enable amphibious force planners to integrate the planning effort and supervise the plan. The use of functional areas helps the planners to consider all relevant factors and minimize omissions.

### Fire Support During Amphibious Operations

*Fire support planning and coordination in amphibious operations are continuous processes seeking timely and appropriate application of force to achieve the desired effects within the operational area.*

Fire support planning integrates and synchronizes the amphibious force organic fires with non-organic supporting fires to achieve the commander's intent. Maneuver and fires are complementary functions. Fires in support of amphibious operations (amphibious fire support) is **the synergistic product of three subsystems: target acquisition (TA), C2, and attack resources**. **TA systems** and equipment perform the key tasks of target detection, location, tracking, identification, and classification in sufficient detail to permit the effective attack of the target. **C2 systems** bring all information together for collation and decision making. Vertical and horizontal coordination is essential, requiring a hierarchy of mutually supporting fire support coordinators and agencies. **Attack systems** include fires delivered from air, surface, land, and subsurface attack systems. Navy, Marine Corps, Army, and Air Force aircraft may perform air-to-surface attack and electronic warfare within the operational area. Land-based attack systems typically include Marine Corps and Army artillery, mortars, rockets, missiles, and electronic warfare systems. Sea-based attack systems include Navy guns, missiles, and electronic warfare systems.

*Fire support planning is the continuous and concurrent process of analyzing, allocating, and scheduling of fire support to integrate it with the forces to maximize combat power.*

**Effective fire support** depends on planning for the successful performance of the following four basic tasks.

**Support forces in contact.** The amphibious force provides responsive fire support that protects and ensures freedom of maneuver to forces in contact with the enemy throughout the operational area.

**Support the concept of operations.** Shaping the battlespace and setting the conditions for decisive action are successfully accomplished by achieving the commander's stated effects and attacking high-payoff targets to exploit critical vulnerabilities, the destruction or neutralization of which significantly contributes to the success of the amphibious operation by defeating the enemy's COGs.



**Synchronize fire support.** Fire support is synchronized through fire support coordination, beginning with the commanders' estimate and concept of operations. Fire support must be planned for continuously and concurrently with the development of the scheme of maneuver.

**Sustain fire support operations.** Fire support planners formulate realistic and achievable fire support plans to achieve the commander's stated effects by exploiting logistic capabilities to overcome logistic limitations.

## Logistic Planning During Amphibious Operations

*Logistic planning for an amphibious operation includes all facets of logistics.*

*The amphibious force logistic systems must be responsive, simple, flexible, economical, attainable, sustainable, and survivable.*

**The CATF is normally responsible for determining overall logistic requirements for the amphibious force.** Those requirements that cannot be supported from resources available within the ATF are directed to the applicable Service component through the chain of command as established in the order initiating the amphibious operation.

**Development of effective logistic systems** must take into account the planning considerations and factors listed below.

**Orderly assembly and embarkation** of personnel and material based on anticipated requirements of the LF scheme of maneuver ashore.

**Establishment and maintenance of a logistic system** in the operational area that will ensure adequate support to all elements of the amphibious force, and subsequent support of base development and garrison forces as directed.

**Impetus of logistic support from sea**, or the rear, and directed forward to the point of application at the using unit.

**Preservation of tactical security** during logistic planning. Nonsecure logistic planning can compromise tactical surprise and landing location.

## CONCLUSION

This publication provides fundamental principles that guide the Armed Forces of the United States in the conduct of amphibious operations. It covers all aspects of amphibious operations.

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# CHAPTER I

## CONCEPT OF AMPHIBIOUS OPERATIONS

*“A landing on a foreign coast in the face of hostile troops has always been one of the most difficult operations of war.”*

**Captain Sir Basil H. Liddell Hart**

### 1. General

a. An **amphibious operation** is a military operation launched from the sea by an amphibious force, embarked in ships or craft with the primary purpose of introducing a landing force (LF) ashore to accomplish the assigned mission. **Types of amphibious operations** include assaults, withdrawals, demonstrations, raids, and other amphibious operations in a permissive, uncertain, or hostile environment.

b. An amphibious force conducts amphibious operations. An **amphibious force** is defined as an amphibious task force (ATF) and an LF, together with other forces that are trained, organized, and equipped for amphibious operations.

- An **ATF** is defined as a Navy task organization formed to conduct amphibious operations.
- An **LF** is defined as a Marine Corps or Army task organization formed to conduct amphibious operations.

c. The terms “commander, amphibious task force” (CATF) and “commander, landing force” (CLF) are used throughout this publication solely to clarify the doctrinal duties and responsibilities of these commanders. In operations and exercises, amphibious commanders are referred to by either their operational command titles (i.e., Commanding General, 2d Marine Expeditionary Brigade (CG2d MEB), Commander, Amphibious Group TWO (CPG 2)) or assigned task force designators (i.e.,

Combined Task Force (CTF) 62.1), not by the terms “CATF” or “CLF.” The terms “CATF” and “CLF” do not connote titles or command relationships.

*Refer to Chapter II, “Command and Control,” for information on amphibious command relationships.*

d. Amphibious operations apply maneuver principles to expeditionary power projection in joint and multinational operations. Maneuver is used to destroy or seriously disrupt the enemy’s cohesion through a variety of rapid, focused, and unexpected actions that create a turbulent and rapidly deteriorating situation with which the enemy cannot cope.

- **The goal of maneuver is the application of strength against selected enemy weakness.** Maneuver relies on speed and surprise to gain not only positional advantage, but to also generate a faster operational tempo than the enemy to gain a temporal advantage.
- Amphibious operations seek to exploit the element of surprise and capitalize on enemy weakness by projecting and applying combat power precisely at the most advantageous location and time. Amphibious forces provide the joint force commander (JFC) with a balanced, mobile force flexible enough to provide the required capability at the right time and place with sufficient endurance to accomplish the mission.

e. The **threat of amphibious operations** alone may be sufficient to induce enemies to

concentrate forces and make them susceptible to fires, or disperse forces and make them susceptible to destruction. The enemy can never be certain that its response to the amphibious threat will be effective; thus uncertainties are induced into the enemy's decision making process that can be exploited in a number of ways.

## 2. Applications

Amphibious operations can be used in many ways to support the JFC's campaign or operation plan. Conducted alone, or in conjunction with other military operations, they can be designed to:

a. **Achieve campaign objectives in one swift stroke** by capitalizing on surprise and simultaneous execution of supporting operations to strike directly at enemy critical vulnerabilities and decisive points in order to defeat operational or tactical centers of gravity (COGs).

b. **Comprise the initial phase of a campaign or major operation** where the objective is to establish a military lodgment to support subsequent phases.

c. **Serve as a supporting operation** in a campaign in order to deny use of an area or facilities to the enemy, or to fix enemy forces and attention in support of other combat operations.

d. **Support military operations other than war** (MOOTW) in order to deter war, resolve conflict, promote peace and stability, and support civil authorities in response to domestic crises.

## 3. Types of Amphibious Operations

Amphibious operations can take place across the range of military operations, from operations other than war to a major theater

war. They can generally be broken down into five major types: assaults, withdrawals, demonstrations, raids, and other amphibious operations.

a. **Amphibious Assault.** An amphibious assault involves the establishment of an LF on a hostile or potentially hostile shore. The organic capabilities of amphibious forces, including fire support, logistics, and mobility, allow the United States to gain access to a crisis area by forcible entry. **Forcible entry operations** can be accomplished through amphibious operations, airborne operations, air assault operations, or a combination of any or all of these forcible entry techniques. If the JFC's decision is to use a combination of forcible entry techniques to seize a lodgment, the JFC must further decide, based on maritime factors and mission, enemy, terrain and weather, troops and support available, time available analysis, whether to conduct the forcible entries as concurrent or integrated. **Concurrent forcible entry operations** occur when a combination of amphibious, airborne, and/or air assault forcible entry operations are conducted simultaneously, but as **distinct operations with separate operational areas and objectives**. **Integrated forcible entry operations** result when amphibious, airborne, and/or air assault forcible entries are **conducted simultaneously within the same operational area and with objectives that are mutually supporting**.

*Refer to Joint Publication (JP) 3-18, Joint Doctrine for Forcible Entry Operations, for more information.*

b. An **amphibious withdrawal** is the extraction of forces by sea in ships or craft from a hostile or potentially hostile shore.

c. An **amphibious demonstration** is a show of force conducted to deceive with the expectation of deluding the enemy into a course of action (COA) unfavorable to it.



*Inchon Landing*

d. An **amphibious raid** is a swift incursion into, or a temporary occupation of, an objective, followed by a planned withdrawal.

e. **Other Amphibious Operations.** The capabilities of amphibious forces may be especially suited to conduct MOOTW such as noncombatant evacuation operations (NEOs) and foreign humanitarian assistance (FHA). NEOs may use amphibious raid techniques and require relatively minor adjustments to planning. FHA and disaster relief may require more flexibility during planning and execution based on the assistance and/or relief required.

f. Within the five major types of amphibious operations, **there are a number of tasks that amphibious forces can accomplish** to facilitate joint operations. The following are representative, but not all-inclusive, of tasks that may be performed.

- Attack enemy critical vulnerabilities or decisive points that lead to the defeat of operational or tactical COGs;
- Seize a lodgment, to include ports and airfields, for the introduction of follow-on forces;
- Seize areas for the development of advanced bases;
- Destroy, neutralize, or seize enemy advanced bases and support facilities;
- Seize or conduct a preemptive occupation of areas that block free passage by adversaries;
- Provide an afloat strategic, operational, or tactical reserve to exploit opportunities and counter threats;
- Provide strategic, operational, or tactical deception to force the enemy to defend along littoral areas;
- Evacuate US citizens, selected citizens from the host nation, or third country nationals whose lives are in danger from a foreign country to a designated safe haven; and
- Provide a secure environment until other forces arrive on-scene to allow humanitarian relief efforts to progress and facilitate the movement of food and medical care to relieve suffering and prevent the loss of life.

g. Some combat operations involving waterborne movement possess characteristics and employ some of the same techniques as an amphibious operation. Examples are: maritime pre-positioning force (MPF); afloat pre-positioning force (APF); riverine operations; inland-water ferrying; and water terminal and logistics over-the-shore (LOTS) operations. While these may be part of an amphibious operation, they are not by themselves amphibious operations as described by this doctrine.

### 4. Characteristics

a. **Integration Between the Navy and Landing Forces.** The key characteristic of an amphibious operation is close coordination and cooperation between the ATF, LF, and other designated forces. **An amphibious operation is ordinarily joint in nature** and may require extensive air, maritime, land, space, and special operations forces participation. It is typified by close integration of forces trained, organized, and equipped for different combat functions.

b. **Rapid Buildup of Combat Power from the Sea to Shore.** The salient requirement of an amphibious assault is the necessity for swift, uninterrupted buildup of sufficient combat power ashore from an initial zero capability to full coordinated striking power as the attack progresses toward amphibious force objectives. **To achieve success, an amphibious force should be assured of maritime superiority against enemy surface and subsurface forces at sea, air superiority throughout the operational area, and a substantial superiority over enemy forces ashore.** In the face of compelling necessity, commanders may undertake an amphibious operation on the basis of a reasonable superiority of the entire force. For example, maritime and air superiority may justify a landing even though the LF does not possess the desired numerical superiority in ground forces, if friendly surface and air units can be

used effectively to negate the enemy's advantage. In addition to reasonable superiority within the landing area, an amphibious force should have the ability to provide continuous support for forces ashore.

c. **Task-organized forces** are capable of multiple missions across the full range of military operations to enable joint, allied, and coalition operations. **Amphibious forces are task-organized based on the mission.** While forward-deployed amphibious forces routinely deploy with a similar task organization, they can be quickly reinforced or augmented with other assets in theater, adjacent theaters, or the continental United States. These forces provide sustainable power projection to respond to a full range of crisis, from forcible entry to humanitarian assistance. The command and control (C2) capabilities of the Navy and LF facilitate the accomplishment of multiple missions and the integration of joint and multinational forces.

d. **Other Factors.** Other factors that must be considered when planning and conducting amphibious operations include the following.

- Natural forces such as weather, sea state, wind, waves, surf, tides, and currents; bathymetry and hydrography; and beach, gradient, soil bearing capacity, trafficability, beach exits, and adjoining transportation networks as well as access to inland lines of communications (LOCs).
- Technical, operational, and logistic problems associated with the following.
  - Combat loading large numbers of troops, equipment, and supplies in ships (possibly at geographically separated embarkation points).
  - Protecting essential information while assembling, embarking, rehearsing, and moving the amphibious force to the



*Amphibious forces are task-organized based on the mission.*

operational area, as well as denial and deception measures to be employed at various stages of the operation to deny enemy intelligence collection.

- Enemy surface, subsurface, air, and mine threats.
- Conducting planning among forces physically separated among various ships and shore-based locations.
- Reconfiguring the combat loading of the amphibious ships in response to changing situations in the operational area.
- Maintaining surprise while conducting reconnaissance and detecting and eliminating mines, surf zone and beach obstacles, and other threats to the amphibious force.
- Conducting complex ship-to-shore movement using multiple landing means (e.g., amphibious assault vehicles (AAVs), surface craft, and aircraft), possibly in the face of enemy defenses.
- Ensuring close cooperation and detailed coordination among all participating forces. Forces involved

should train and/or rehearse together and each possess a clear understanding of the mutual obligations and the special capabilities and limitations of every other element of the joint force.

- Establishing reliable and secure communications between all forces (US and multinational) to ensure commonality, redundancy, security, and reliability in advance of any operation.
- Ensuring force protection, as applicable.
- Providing C2 in the littoral environment using a full complement of systems and sensors (radars, data links, etc.) whose performance may be degraded at the land and sea interface.
- Considering the impact of the amphibious operation on the environment.

*Refer to JP 4-0, Doctrine for Logistic Support of Joint Operations, for further information.*

**e. Unity of Effort and Operational Coherence.** The complexity of amphibious



operations and the vulnerability of forces engaged in amphibious operations require an exceptional degree of unity of effort and operational coherence. **The difficulties inherent in amphibious operations may dictate that the JFC participates in planning, theater integration, and support.** To meet contingencies, commanders of assigned and supporting forces must prepare in anticipation of the needs of the amphibious force.

### 5. Capabilities

a. The adaptability and versatility of amphibious forces provide unique warfighting capabilities to the JFC, along with being well suited to accomplish a wide variety of missions.

b. The conduct of an amphibious operation is possible under a wide variety of weather conditions, various types of emission control (EMCON), and by either surface, submarine, or air insertion forces.

c. Amphibious forces have the capability to conduct amphibious operations from over the horizon (OTH), beyond visual and radar range of the shoreline. OTH capability also provides flexibility in MOOTW. Political situations may require keeping ATF ships out of view of a foreign shore, while retaining the capability to insert LF ashore via air and landing craft assets.

d. Routinely forward-deployed amphibious forces, comprised of an ATF and an LF, provide the JFC with a force proficient in time-sensitive planning and capable of rapid response to taskings in crisis situations. These amphibious forces operate without the requirements for bases, ports, airfields, or overflight restrictions. They can perform a wide range of mission-essential tasks to facilitate the accomplishment of the joint force mission. Through enhanced training and special equipment, these forces may also be capable of special operations.

### 6. Sequence

Amphibious operations generally follow distinct phases, though the sequence may vary (see Figure I-1).

a. While planning occurs throughout the entire operation, it is normally dominant prior to embarkation. Successive phases bear the title of the dominant activity taking place within the phase.

b. When amphibious forces are forward-deployed, or when subsequent tasks are assigned, the sequence of phases may differ. **Generally, forward-deployed amphibious forces use the sequence “embarkation,” “planning,” “rehearsal” (to include potential reconfiguration of embarked forces), “movement to the operational area,” and “action”.** However, significant planning is conducted prior to embarkation to anticipate the most likely missions and to load assigned shipping accordingly. The same sequence is useful for subsequent tasks or follow-on amphibious missions.

In short, the five phases of an amphibious operation are always required, but the sequence in which they occur may be changed as circumstances dictate.

### 7. Initiating an Amphibious Operation

Amphibious operations commence with an order issued by the commander with establishing authority to the amphibious force commanders. **The order initiating the amphibious operation may come in the form of a warning order, an alert order, a planning order, or an operation order (OPORD).** The complete information required to conduct an amphibious operation may come from a combination of these orders (e.g., a warning order followed by an alert or operation order). The order initiating the amphibious



## PHASES OF AN AMPHIBIOUS OPERATION

### PLANNING

The planning phase normally denotes the period extending from the issuance of an order that directs the operation to take place and ends with the embarkation of landing forces. However, planning is continuous throughout the operation. Although planning does not cease with the termination of this phase, it is useful to distinguish between the planning phase and subsequent phases because of the change that may occur in the relationship between amphibious force commanders at the time the planning phase terminates and the operational phase begins.

### EMBARKATION

The embarkation phase is the period during which the landing forces, with their equipment and supplies, embark in assigned shipping. The organization for embarkation needs to provide for flexibility to support changes to the original plan. The landing plan and scheme of maneuver ashore are based on conditions and enemy capabilities existing in the operational area before embarkation of the landing force. A change in conditions of friendly or enemy forces during the movement phase may cause changes in either plan with no opportunity for reconfiguration of the landing force. The extent to which changes in the landing plan can be accomplished may depend on the ability to reconfigure embarked forces.

### REHEARSAL

The rehearsal phase is the period during which the prospective operation is rehearsed for the purpose of:

- *Testing the adequacy of plans, timing of detailed operations, and combat readiness of participating forces*
- *Ensuring that all echelons are familiar with plans*
- *Providing an opportunity to reconfigure embarked forces and equipment*

Rehearsal may consist of an actual landing or may be conducted as a command post exercise.

### MOVEMENT

The movement phase is the period during which various elements of the amphibious force move from points of embarkation or from a forward-deployed position to the operational area. This move may be via rehearsal, staging, or rendezvous areas. The movement phase is completed when the various elements of the amphibious force arrive at their assigned positions in the operational area.

### ACTION

The decisive action phase is the period from the arrival of the amphibious force in the operational area, through the accomplishment of the mission and the termination of the amphibious operation.

Figure I-1. Phases of an Amphibious Operation

operation should normally provide the following information.

- a. The establishing authority's mission, intent, and concept of operations (CONOPS).

b. Designation of required commanders, establishment of their command relationships, and provision of special instructions as required to support the amphibious force organization and mission.

NOTE: Special instructions may include an establishing directive if a support relationship is established among designated commanders of the amphibious force. The establishing directive is discussed in detail in Chapter II, “Command and Control.”

c. Designation of assigned, attached, and supporting forces to the amphibious force.

d. Assignment of an operational area as appropriate.

e. Assignment of tasks.

f. Assignment of responsibility and provision of necessary coordinating

instructions for the conduct of supporting operations.

g. Target dates for execution of the operation.

h. Additional coordinating instructions, as required.

## 8. Termination of an Amphibious Operation

The termination of the amphibious operation is predicated on the accomplishment of the amphibious mission in accordance with the specific conditions contained in the order initiating the amphibious operation. **Upon completion of the amphibious operation, the establishing authority will provide instructions as required for command arrangements and assignment of amphibious forces.**

## CHAPTER II

### COMMAND AND CONTROL

*“Amphibious warfare requires the closest practicable cooperation by all the combatant services, both in planning and execution, and a command organization which definitely assigns responsibility for major decisions throughout all stages of the operation, embarkation, overseas movement, beach assault, and subsequent support of forces ashore.”*

Admiral Henry K. Hewitt, USN

#### 1. General

a. **Overview.** Amphibious operations are normally part of a joint operation. The command relationships established within the amphibious force are in accordance with the concepts and principles delineated in JP 0-2, *Unified Action Armed Forces (UNAAF)*.

b. **Multinational Operations.** Command relationships during multinational operations are based on international standardization agreements or on bilateral agreements between nations. The command relationships for these operations will be defined in the order initiating the amphibious operation. This allows the commander directing the amphibious operation to define the relationships in accordance with existing military and political agreements. Simplicity

and clarity of expression concerning command relationships are critical.

*Refer to JP 3-16, Joint Doctrine for Multinational Operations, for more information.*

#### 2. Organization of Joint Forces

a. **General.** “JFC” is a general term applied to a combatant commander, subunified commander, or joint task force (JTF) commander authorized to exercise combatant command (command authority) or operational control (OPCON) over a joint force. A JFC has the authority to organize forces to best accomplish the assigned mission based on the concept of operations. The organization should be sufficiently flexible to meet the planned phases of the contemplated



*Command relationships in a joint amphibious operation must be clearly defined.*

operation and any development that may necessitate a change in plan. The JFC will establish subordinate commands, assign responsibilities, establish or delegate appropriate command relationships, and establish coordinating instructions for the component commanders. **Sound organization should provide for unity of effort, centralized planning, and decentralized execution.** Refer to JP 0-2, *Unified Action Armed Forces (UNAAF)*, for more details on joint force organization.

b. **Service Components.** All joint forces include Service component commands that provide administrative and logistic support. The JFC may conduct operations through the Service component commanders or, at lower echelons, Service force commanders. This relationship is appropriate when stability, continuity, economy, ease of long-range planning, and scope of operations dictate organizational integrity of Service forces for conducting operations. The JFC has full authority to assign missions, redirect efforts, and direct coordination among subordinate commanders. The JFC should allow Service tactical and operational assets and groupings to function generally as they were designed. The intent is to meet the needs of the JFC while maintaining the tactical and operational integrity of the Service organizations.

c. **Functional Components.** The JFC can establish functional component commands to conduct operations. Functional component commands can be appropriate when forces from two or more Military Departments must operate in the same dimension or medium or there is a need to accomplish a distinct aspect of the assigned mission. Joint force land, air, maritime, and special operations component commanders are examples of functional component commanders.

NOTE: Functional component commands are component commands of a joint force and do not constitute a “joint force” with the

authorities and responsibilities of a joint force as normally described in JP 0-2, *Unified Action Armed Forces (UNAAF)*, even when composed of forces from two or more Military Departments. The JFC establishing a functional component command has the authority to designate its commander. Normally, the Service component commander with the preponderance of forces to be tasked will be designated as the functional component commander; however, the JFC will always consider the mission, nature, and duration of the operation, force capabilities, and C2 capabilities in selecting a commander. The JFC must designate the military capability that will be made available for tasking by the functional component commander and the appropriate command relationship(s) that the functional component commander will exercise. Most often joint forces are organized with a combination of Service and functional component commands with operational responsibilities.

d. **Subordinate Joint Task Forces.** A JFC may also establish a subordinate JTF on a geographical area or functional basis when the mission has a specific, limited objective and does not require centralized control of logistics. The mission assigned to a JTF should require execution of responsibilities involving a joint force on a significant scale and close integration of effort, or should require coordination within a subordinate area. A JTF is dissolved by the JFC when the purpose for which it was created has been achieved or when it is no longer required.

### 3. Command and Control of Amphibious Forces

a. **Unity of Command.** The JFC ensures **unity of effort in achieving amphibious objectives by establishing unity of command over amphibious forces.** The JFC may establish unity of command over amphibious forces by retaining OPCON over the Service or functional component

commands executing the amphibious operation, or by delegating OPCON or tactical control (TACON) of the amphibious force to a Service or functional component commander. Forces, not command relationships, may be transferred between commands. When forces are transferred, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over those forces must be specified.

**b. Control of Amphibious Forces.** The JFC will organize the amphibious force in such a way as to best accomplish the mission based on the concept of operations.

- If conducting operations through the Service components, the JFC may establish a support relationship between the Navy component commander and the Service component commander of the LF, or delegate OPCON or TACON of the assigned or attached amphibious forces to a Service component.
- If conducting operations through a combination of Service and functional component commands with operational responsibilities, the JFC may establish a support relationship between the functional components, Service components, or other appropriate commanders, or delegate OPCON or TACON of the assigned or attached amphibious forces to a functional component or Service component commander. Normally, joint forces are organized with a combination of Service and functional component commands with operational responsibilities.

**c. Command Authority Options Between Amphibious Forces.** The command relationships established among the CATF, CLF, and other designated commanders of the amphibious force is an important decision. The type of relationship chosen by the

common superior commander, or establishing authority, for the amphibious force should be based on mission, nature and duration of the operation, force capabilities, C2 capabilities, battlespace assigned, and recommendations from subordinate commanders. Command relationship options include either an OPCON, TACON, or support relationships as described in JP 0-2, *Unified Action Armed Forces (UNAAF)*.

**Typically a support relationship is established between the commanders and is based on the complementary rather than similar nature and capabilities of the ATF and LF. However, it is not the intent to limit the common superior's authority to establish either an OPCON or TACON command relationship as appropriate.**

**d. Planning Relationships.** Regardless of the command relationships, when the order initiating planning for the amphibious operation is received, unique relationships are observed during the planning phase. **The commanders designated in the order initiating the amphibious operation are coequal in planning matters and decisions.** All decisions must be reached on a basis of common understanding of the mission, objectives, and procedures and on a free exchange of information. Any differences between commanders that cannot be resolved are referred to the establishing authority. If a change in the mission occurs after commencement of operations or if an amphibious operation is initiated from an afloat posture, coequal-planning relationships (either as described above or as specified in the order initiating the amphibious operation) will apply to any subsequent planning. However, as the operational situation dictates, the commander delegated OPCON of the amphibious force may specify planning relationships to coordinate planning efforts, especially where time-sensitive planning is required under the provisions of the Chairman of the Joint Chiefs of Staff Manual (CJCSM)

3122.01, *Joint Operation Planning and Execution System, Vol I: (Planning Policies and Procedures)*.

e. **Establishing Directive.** An establishing directive is essential to ensure unity of effort within the amphibious force. Normally, the commanders within the amphibious force will develop a draft establishing directive during the planning phase to provide the specifics of the support relationship. The commanders within the amphibious force submit the draft establishing directive to the establishing authority for approval. The establishing directive is normally issued to specify the purpose of the support relationship, the effect desired, and the scope of the action to be taken. It may also include but is not necessarily limited to the following.

- Forces and other resources allocated to the supporting effort.
- Time, place, level, and duration of the supporting effort.
- Relative priority of the supporting effort.
- Authority, if any, of the supporting commander(s) to modify the supporting effort in the event of exceptional opportunity or an emergency.
- Degree of authority granted to the supported commander over the supporting effort.
- Establishment of air, sea, and ground maneuver control measures.
- Development of joint tactical air strike requests and air support requests.
- Development of target nominations, establishment of fire support coordinating measures, integration of air defense, and the role of the supporting arms coordination center.

- Development of the amphibious force intelligence collection plan.
- Non-organic logistic support.
- Force protection responsibilities afloat and ashore.

Unless otherwise stated in the order initiating the amphibious operation or the establishing directive, the CATF and CLF will identify the events and conditions for any shifts of the support relationship throughout the operation during the planning phase and forward them to the establishing authority for approval.

The establishing authority will resolve any differences among the commanders.

## 4. Operational Control

a. **General.** The establishing authority may choose to delegate OPCON to a single commander within the amphibious force. When OPCON is delegated, it will include the following authority (in accordance with JP 0-2, *Unified Action Armed Forces (UNAAF)*) unless otherwise specified.

- Exercise or delegate OPCON and TACON, establish support relationships among subordinates, and designate coordinating authorities.
- Give direction to subordinate commands and forces necessary to carry out missions assigned to the command, including authoritative direction over all aspects of the amphibious operation and training.
- Prescribe the chain of command to the commands and forces within the command.
- Organize commands and employ forces within the amphibious force, as necessary, to carry out assigned missions.

- Employ forces within the command, as necessary, to carry out missions assigned to the command.
- Assign command functions to subordinate commanders.
- Plan for, deploy, direct, control, and coordinate the action of subordinate forces.
- Establish plans, policies, priorities, and overall requirements for the intelligence activities of the command.
- Suspend from duty subordinate commanders and recommend reassignment of any officer assigned to the command.
- Assign responsibilities to subordinate commanders for certain routine operational matters that require coordination of effort of two or more commanders.
- Establish an adequate system of control for local defense and delineate such areas of operation for subordinate commanders as deemed desirable.
- Delineate functional responsibilities and geographic areas of operation of subordinate commanders.

b. OPCON normally provides full authority to organize commands and forces and employ those forces as the commander in OPCON considers necessary to accomplish assigned missions. It does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training.

## 5. Tactical Control

a. **General.** TACON is the command authority over assigned or attached forces or commands (or military capability or forces

made available for tasking) that is limited to the detailed and usually local direction and control of movements or maneuvers necessary to accomplish assigned missions or tasks. **The establishing authority may choose to delegate TACON to a single commander within the amphibious force.** When TACON is delegated, it will include the following authority (in accordance with JP 0-2, *Unified Action Armed Forces (UNAAF)*) unless otherwise specified.

- Give direction for specified military operations.
- Control designated forces.

b. TACON does not provide organizational authority or authoritative direction for administrative and logistic support; the commander of the parent unit continues to exercise these authorities unless otherwise specified in the establishing directive.

## 6. Support

a. **General.** Support is a command authority. **The establishing authority of the amphibious operation establishes a support relationship between commanders within the amphibious force as well as other designated commanders as appropriate.** This relationship is appropriate when one organization should aid, protect, complement, or sustain another force. The designation of the supporting relationships is important as it conveys priorities to the commanders and staffs who are planning or executing the operation. The support relationship is, by design, a somewhat vague and therefore very flexible arrangement. This flexibility is enhanced by the publishing of an establishing directive to specify the purpose of the support, the desired effect, and the scope of action to be taken.

b. **Planning.** In a support relationship, the CATF and CLF and other commanders



designated in the order initiating planning for the amphibious operation are coequal. All decisions made by these commanders are reached based on a common understanding of the mission, objectives, and procedures and on a free exchange of information. Unless published in the order initiating the amphibious operation, the CATF and CLF will identify the events and conditions for any shifts of the support relationship throughout the operation during the planning phase and forward them to the establishing authority for approval. The establishing authority will resolve any differences among the commanders.

c. **Supported Commander.** A supported commander may be designated for the entire operation, a particular phase or stage of the operation, a particular function, or a combination of phases, stages, events, and functions. Unless limited by the establishing directive or the order initiating the amphibious operation, **the supported commander has the authority to exercise general direction of the supporting effort.** General direction includes the designation and prioritization of targets or objectives, timing and duration of the supporting action, and other instructions necessary for coordination and efficiency. The establishing authority is responsible for ensuring that the supported and supporting commanders understand the degree of authority that the supported commander is granted.

- If not specified in the order initiating the amphibious operation, the CATF and CLF will determine who has primary responsibility for the essential tasks during the mission analysis in the planning process.

*See Chapter IV, "Approach to Planning and Primary Decisions," for mission analysis and the planning process.*

- **In an operation of relatively short duration, normally the establishing authority will choose one commander for the entire operation.** When there is no littoral threat to the amphibious force (for example, in a particular NEO) the establishing authority may designate the CLF as the supported commander for the entire operation. During the movement or transit phase, the CATF may be designated the supported commander based on having responsibility for the major action or activity during that phase. The CATF may be designated the supported commander based on capabilities for airspace control and air defense for the entire operation if, for example, the landing force does not intend to establish a tactical air command center ashore (see Figure II-1).
- The establishing authority should consider several factors when designating the supported commander at various phases and events during the amphibious operation, including but limited to the following.
  - Responsibility for the preponderance of the mission.
  - Force capabilities.
  - Threat.
  - Type, phase, and duration of operation.
  - C2 capabilities.
  - Battlespace assigned.
  - Recommendations from subordinate commanders.



## EXAMPLES OF SHIFTS IN THE SUPPORT RELATIONSHIP\*

### MISSION

Assault  
 Raid with coastal threat  
 Inland Raid with no coastal threat  
 Demonstration  
 Withdrawal  
 Humanitarian Assistance

### SUPPORTED COMMANDER

CATF, then CLF  
 CATF, then CLF, then CATF  
 CLF  
 CATF  
 CLF, then CATF  
 CATF or CLF

**CATF** Commander, Amphibious Task Force  
**CLF** Commander, Landing Force

*\*Actual supported-supporting commanders will be designated by the establishing authority based on the specific mission requirements*

Figure II-1. Examples of Shifts in the Support Relationship

d. **Supporting Commander.** The supporting commander determines the forces, tactics, methods, procedures, and communications to be employed in providing this support. The supporting commander will advise and coordinate with the supported commander on matters concerning the employment and limitations (e.g., logistics) of such support, assist in planning for the integration of such support into the supported commander's effort as a whole, and ensure that support requirements are appropriately communicated throughout the supporting commander's organization. The supporting commander has the responsibility to ascertain the needs of the supported force and take full action to fulfill them within existing capabilities, consistent with priorities and requirements of other assigned tasks. When the supporting commander cannot fulfill the needs of the supported commander, the establishing authority will be notified by either the supported or supporting commander. The

establishing authority is responsible for determining a solution.

## 7. Parallel Chains of Command

Elements of the amphibious force (ATF, LF, and other forces) may be embarked for what could be extended periods of time on the same platforms, but responsible to different or parallel chains of command. Such parallel chains of command create special requirements for coordination. **Except in emergencies, no significant decision contemplated by a commander in the chain of command that affects the plans, disposition, or intentions of a corresponding commander in another chain of command will be made without consultation with the commander concerned.** In emergency situations, the commander making an emergency decision will notify corresponding commanders of his or her action at the earliest practicable time.

### 8. Amphibious Force Task Organization and Task Designators

a. **Task Organization.** Amphibious forces are task-organized based on the mission. No standard organization is applicable to all situations that may be encountered in an amphibious operation. Flexibility is essential. Once the organization has been promulgated, numerical task organization designations (e.g., CTF 62.1) or unit command titles (e.g., CG 2d MEB, CPG 2) will be used exclusively for operational purposes.

b. **Task Designators.** The task designators utilized by US and North Atlantic Treaty Organization naval forces that assign forces in a task force, task group, task unit, and task element hierarchical structure are utilized for task structuring of the amphibious force.

c. **Navy Forces.** At the CATF's discretion and as promulgated in the order initiating the amphibious operation and establishing directive, two or more of these groups may be combined and others added or deleted as dictated by operational requirements. For

example, control groups may not be required when conducting OTH operations.

d. **Landing Forces.** The LF consists of ground combat units and any of its associated support units assigned to the CLF to conduct the amphibious operation. The LF may be composed of Marine Corps and/or Army forces, other forces, and multinational forces. The amphibious operation requires that the LF be organized at various times in one of three functional forms. The first two are specific to amphibious operations.

- **Organization for Combat.** Task organization of LF units for accomplishment of missions ashore. This organizational form is employed as soon as possible following the landing of various assault elements of the LF.
- **Organization for Landing.** Specific tactical grouping of forces for a landing.
- **Organization for Embarkation.** Temporary administrative task organization of forces established to simplify planning and facilitate execution of embarkation at all levels of command.



*Organization for combat and landing is specific to amphibious operations.*

## 9. Operational Areas

a. **General.** To assist in the coordination and deconfliction of joint action, **JFCs may define operational areas or joint areas.** The size of these areas and the types of forces employed within them depend on the scope and nature of the crisis and the projected duration of the operation. **Amphibious operations normally require a three-dimensional geographic area, within which is located the amphibious force's objective(s).** The operational area must be of sufficient size to conduct necessary sea, land, and air operations required to execute the mission of the amphibious force. In addition, JFC's employ various maneuver and movement control and fire support coordinating measures to facilitate effective joint operations. These measures include boundaries, phase lines, objectives, coordinating altitudes to deconflict air operations, air defense areas, amphibious objective areas, submarine operating patrol areas and minefields. JFCs may use boundaries to define areas of operations (AOs) for land and naval forces. Within the designated operational area, the designated commander will synchronize maneuver, fires, and interdiction. The operational areas that may be assigned to an amphibious force in an order initiating the amphibious operation are an amphibious objective area (AOA) or an AO normally in conjunction with a high-density airspace control zone (HIDACZ).

- **An AOA** is a geographical area (delineated for C2 purposes in the order initiating the amphibious operation) within which is located the objective(s) to be secured by the amphibious force. This area must be of sufficient size to ensure accomplishment of the amphibious force's mission and must provide sufficient area for conducting necessary sea, air, and land operations.

- **An AO** is an operational area defined by the JFC for land and naval forces. AOs do not typically encompass the entire operational area of the JFC, but should be large enough for component commanders to accomplish their missions and protect their forces.
- **A HIDACZ** is airspace designated in an airspace control plan (ACP) or airspace control order (ACO) in which there is a concentrated employment of numerous and varied weapons and airspace users. A HIDACZ has defined dimensions that usually coincide with geographical features or navigational aids. Access to a HIDACZ is normally controlled by the maneuver commander. The maneuver commander can also direct a more restrictive weapons status within the HIDACZ.

*For additional guidance on boundaries and synchronization of joint efforts within land and naval AOs, refer to JP 3-0, Doctrine for Joint Operations.*

b. **Assigned Area.** The commander designated in the order initiating the amphibious operation is responsible for airspace control, defense of friendly forces, and direction and deconfliction of supporting arms. The order initiating the amphibious operation will also specify the degree of authority that the designated commander has over supporting forces entering the assigned geographic area. The designated commander will request the air control measures required for inclusion in the establishing directive (for a support relationship) or in the concept of operations to further ensure success of the mission.

c. **Disestablishment of Assigned Area.** Once the type of operational area (AOA or AO) is defined, it is not necessarily dissolved

upon termination of the amphibious operation. The operational area may be required for the coordination of follow-on logistic support of the operation. As with its establishment, **disestablishing the area is the decision of**

**the establishing authority** (with CATF or CLF recommendations) and should be delineated in the order initiating the amphibious operation or in follow-on orders.

## CHAPTER III

### AIR COMMAND AND CONTROL

*“The doctrine and performance of Marines and airmen matured in Pacific campaigns as the hesitancy and missteps of Guadalcanal, New Guinea, and Tarawa were heeded. Coordinated amphibious assault and air warfare became irrepressible.”*

**“Struggle for the Marianas,” CAPT Bernard D. Cole, USN  
Joint Force Quarterly, Spring 95**

#### 1. Joint Air Operations

Joint air operations are performed with air capabilities and forces made available by components in support of the JFC’s operation or campaign objectives, or in support of other components of the joint force. **To create synergy and avoid duplication of effort, the JFC synchronizes and integrates the actions of assigned, attached, and supporting capabilities and forces in time, space, and purpose.** This is normally accomplished through designation of a joint force air component commander (JFACC), area air defense commander (AADC), and airspace control authority (ACA). A brief description of these functions is provided in Figure III-1. With current capabilities, these functions could be performed afloat or ashore, and normally a single functional component commander will be designated to perform all three roles. It is within this context that joint air tasking, air defense activities, and airspace control are conducted during amphibious operations.

*For more information, see JP 3-30, Command and Control for Joint Air Operations (formerly JP 3-56.1).*

#### 2. Airspace Control in Amphibious Operations

a. Assignment of airspace allows the JFC to exercise C2 of forces, deconflict high volumes of different types of aircraft and

missiles, and defend forces. During maritime operations such as amphibious operations, **the ACA will normally designate the maritime commander as the control authority for a specific airspace control area during the conduct of the amphibious operation.** The complexity and size of an amphibious operation directly affects the amount of airspace allocated.

*See JP 3-52, Doctrine for Joint Airspace Control in the Combat Zone, for further information on control authority designation.*

b. The level of air control allocated to the amphibious force depends on the degree of air control measures approved by the ACA. **If only an AO is established, the amphibious force may request that the ACA establish a HIDACZ over this geographic area.** A HIDACZ is airspace designated in an ACP or ACO in which there is a concentrated employment of numerous and varied weapons and airspace users. Access is normally controlled by the maneuver commander who can direct a more restrictive weapons status within the designated area. The items shown below should be considered when establishing a HIDACZ.

- Airspace control capabilities of the amphibious force.
- Minimum risk routes into and out of the HIDACZ and to the target area.

## COMMAND AND CONTROL OF JOINT AIR OPERATIONS

### JOINT FORCE AIR COMPONENT COMMANDER (JFACC)

*The joint force commander (JFC) normally assigns a JFACC to plan, coordinate, allocate, and task joint air operations based on the JFC's concept of operations and air apportionment decision. The authority and command relationships of a JFACC are established by the JFC. These typically include exercising operational control over assigned and attached forces and tactical control over other military capabilities and forces made available for tasking. If a JFACC is not designated, the JFC may plan, direct, and control joint air operations. If this option is exercised, the JFC's staff will assist in providing direction and coordination of the forces assigned.*

### AREA AIR DEFENSE COMMANDER (AADC)

*The JFC normally designates an AADC with the authority to plan, coordinate, and integrate overall joint force defensive counterair operations. AADC implements theater- and joint operations area-(JOA) wide defense priorities through promulgation of a joint air defense plan. AADC's focus is on defensive counterair measures that include all measures designed to detect, identify, intercept, and destroy or negate enemy air and missile forces attempting to attack or penetrate the friendly air environment. Both active and passive measures are employed to protect joint force assets and interests.*

### AIRSPACE CONTROL AUTHORITY (ACA)

*ACA is designated by the JFC to assume overall responsibility for the operation of the airspace control system in the airspace control area. ACA develops, coordinates, and publishes airspace control procedures for the area of responsibility or JOA. The airspace control plan (ACP) is implemented through airspace control orders. The ACP is directive, but does not imply operational control or tactical control over any air assets.*

The responsibilities of the JFACC, AADC, and ACA are interrelated and are normally assigned to one individual, but they may be assigned to two or more individuals when the situation dictates. Based on the situation, if the JFC decides not to assign the JFACC, AADC, or ACA as one individual, then close coordination between all three positions is essential. For additional details concerning these functions see JP 3-01 *Joint Doctrine for Countering Air and Missile Threats*, JP 3-30, *Command and Control of Joint Air Operations* (formerly JP 3-56.1), and JP 3-52, *Doctrine for Joint Airspace Control in the Combat Zone*.

**Figure III-1. Command and Control of Joint Air Operations**

- Air traffic advisory as required. Procedures and systems must also be considered for air traffic control service during instrument meteorological conditions.
- Coordination of fire support, as well as air defense weapons control orders or status within and in the vicinity of the HIDACZ.
- Range and type of naval surface fire support (NSFS) available.
- Procedures for expeditious movement of aircraft into and out of the HIDACZ.

- Location of enemy forces inside and in close proximity to the HIDACZ.
- At a minimum, the HIDACZ should cover the amphibious task force sea echelon areas and extend inland to the LF's fire support coordination line. Additionally, the HIDACZ should be large enough to accommodate the flow of fixed-wing aircraft into and out of the amphibious airspace.

c. Under the ATF, **the Navy tactical air control center (TACC), typically onboard the amphibious flagship, will normally be established as the agency responsible for controlling all air operations** within the allocated airspace regardless of mission or origin, to include supporting arms. An airborne element or surface combatant with the requisite air C2 capabilities may also serve this function. Regardless of where actual airspace control is exercised, close and continuous coordination between airspace control and air defense agencies is essential in any amphibious operation. Emphasis will be placed on simple, flexible air traffic control plans and a combination of positive and procedural airspace control. Most amphibious operations will take place in a radar

environment, allowing for increased control over air missions. There are three levels of control: procedural, positive, and a combination of the two. Amphibious forces operating in a non-radar environment will rely exclusively on procedural control. **Amphibious air control plans employ a combination of positive and procedural control methods.**

- **Positive Airspace Control.** Positive airspace control uses radar, electronic warfare support, identification, friend or foe/selective identification feature, visual means, digital data links, and elements of the air defense network command, control, communications, and computer (C4) systems to positively identify, track, and direct air assets.
- **Procedural Airspace Control.** Procedural control methods supplement those methods utilized in positive airspace control. Procedural control will be used when electronic or visual identification, tracking, or communication means are unavailable or inadequate to provide positive airspace control. These methods are often used when adequate coverage does exist to complement



*The Navy TACC will normally be established as the agency responsible for controlling air operations.*



positive control methods. Procedural airspace control relies on a combination of previously agreed upon and promulgated orders and procedures.

*See JP 3-52, Doctrine for Joint Airspace Control in the Combat Zone, for more details.*

d. To ensure unity of effort and minimal interference along adjacent boundaries throughout the operation, the amphibious force air control agency must coordinate the items listed in Figure III-2 with the ACA. **Navy TACC prepares and submits airspace control measures for the amphibious force for inclusion in the ACA's ACP.** The ACP provides the basic information needed to operate within the amphibious airspace. Changes to established procedures will be coordinated with all airspace users. The ACO and special instructions to the air tasking order (ATO) may contain changes to airspace control procedures and must be reviewed daily by all users of amphibious airspace.

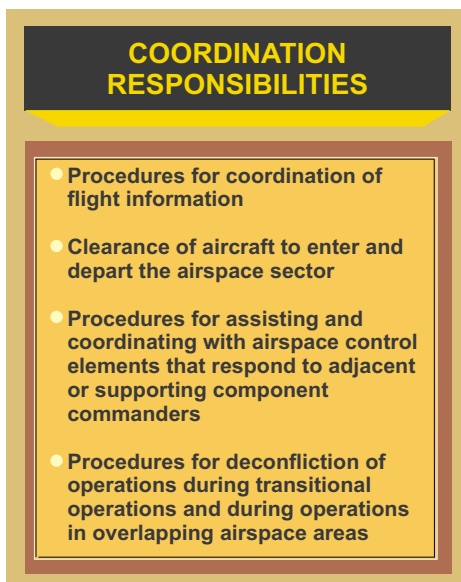


Figure III-2. Coordination Responsibilities

### 3. Navy Tactical Air Control Center

The senior Navy amphibious air control agency is the Navy TACC. The functions of the TACC may be spread across several ships. The Navy TACC possesses the functionality of future plans and current operations. **During amphibious operations, the Navy TACC coordinates the types of airspace control measures and controls all air operations within the operational area until a land-based air control agency is established ashore.** Once a land-based air control agency receives control of all LF air operations, the Navy TACC becomes a tactical air direction center (TADC) supporting the land-based air control agency. Ideally, the Navy TACC is collocated with the supporting arms coordination center (SACC). The Navy TACC has five sections, four of which control and integrate aircraft. The first three sections reside in current operations and the fourth in the plans, execution, and support section.

#### a. Air Traffic Control Section (ATCS).

The ATCS is located in the Navy TACC and provides initial safe passage, radar control, and surveillance for close air support (CAS) aircraft in the operational area. The ATCS also controls and routes rotary-wing CAS aircraft and assault support aircraft and coordinates with individual shipboard helicopter direction centers (HDCs) during amphibious operations.

#### b. Air Support Control Section (ASCS).

The ASCS is located in the SACC and is the section of the Navy TACC designated to coordinate, control, and integrate all direct support aircraft (i.e., CAS) and assault support operations.

c. **Air Defense Section (ADS).** The ADS, located in the Navy TACC, provides liaison with air defense commanders and provides early detection, identification, and warning of enemy aircraft.





*The air traffic control section provides initial safe passage, radar control, and surveillance for close air support aircraft in the operational area.*

#### d. **Plans, Execution, and Support Section.**

The plans cell section participates in the targeting effort as air operations subject matter experts through the targeting board. The section's planning will coincide with the ATO process. The section forwards excess air sorties and air support requests to the establishing authority for tasking and allocation. The input from the targeting board is processed by the ATO planning, production, and execution cell. This cell normally produces the following amphibious products: the ACO, the ATO, SPINS, and additional fire support asset requests. If the Navy TACC is acting as the joint air operations center for an enabling JFACC, the plans cell section may be required to produce the air apportionment recommendation for the JFC.

## 4. Marine Corps Tactical Air Command Center

a. The Marine Corps' tactical air command center (TACC) is the senior agency of the Marine air command and control system (MACCS). **When established ashore, it provides the facilities for the aviation combat element (ACE) commander and staff to conduct amphibious air operations.** Other Service's comparable agencies include the US

Air Force air operations center (AOC) and the Navy's TACC. If the ACE is afloat, the Marine TACC may be incrementally phased ashore. Initially, a Marine TADC is established ashore subordinate to the Navy TACC and is responsible for air operations in the landward sector of the operational area. Upon completion of its build-up and when airspace management functions are passed from afloat to ashore, the Marine TADC assumes the title and responsibilities of the Marine TACC. The Navy TACC then becomes a TADC, in support of the Marine TACC.

#### b. **Direct Air Support Center (DASC).**

The DASC is an organization within the MACCS and serves as the central coordination point for all direct support air requests. Based upon the tactical situation, the DASC is normally located with either the senior ground combat element (GCE), fire support coordination center (FSCC), or the Marine air-ground task force (MAGTF) force fires coordination center (FFCC). The DASC assigns direct air support aircraft to terminal control agencies, provides aircraft ingress and egress route instructions, and disseminates advisory information. When control is afloat, the Navy TACC supervises the DASC's operations. When control is ashore, the

Marine TADC or Marine TACC supervises the DASC's operations. The DASC is normally the first major LF air control agency to come ashore, typically landing in the same wave as the FSCC.

### 5. Tactical Air Operations Center

The tactical air operations center (TAOC) provides safe passage, radar control, and surveillance for CAS aircraft en route to and from target areas. Until the Marine TADC or Marine TACC is established ashore, the TAOC normally reports to the Navy TACC. The TAOC, or elements thereof, can be deployed to support a Marine expeditionary unit (MEU), but typically deploy with the land elements of a Marine expeditionary force (MEF). Its capabilities incrementally increase as the size of the land force component increases (i.e., MEU- to MEF-size land force).

### 6. Counterair Operations During Amphibious Operations

a. The joint counterair mission is used to gain and maintain air superiority through mutually supporting offensive and defensive measures.

- **Offensive counterair (OCA)** operations consist of measures to destroy, disrupt, or neutralize enemy aircraft, missiles, launch platforms, and their supporting structures and systems. Ideally, most joint OCA operations will prevent the launch of aircraft and missiles by destroying them and their supporting infrastructure prior to launch. Offensive measures include attack operations, fighter sweep and escort missions, and suppression of enemy air defenses.
- **Defensive counterair (DCA)** operations include all measures designed to detect,

identify, intercept, and destroy or negate enemy air and missile forces attempting to attack or penetrate the friendly air environment. These operations employ both active and passive measures to protect US or multinational forces, assets, population centers, and interests.

- Counterair operations within an operational area can include, but are not limited to, defense against missiles and aircraft, attack operations against targets such as ballistic missile transporter-erector launchers, and attack operations against airfields and C2 facilities. Figure III-3 distinguishes between OCA and DCA measures employed.

b. **The AADC bears overall responsibility for air defense activities of the joint force.** The AADC may, however, designate subordinate regional air defense commanders (RADCs) for specific geographic regions to accomplish the joint force mission. Additionally, sector air defense commanders (SADCs) may be designated within and subordinate to RADCs. **The RADC is normally established within the ATF organization and is responsible for the airspace allocated for amphibious operations, including but not limited to the AOA (if established).** The CATF will coordinate active defense plans and procedures with the AADC and attack operations with the JFACC unless otherwise specified in the order initiating the amphibious operation or the establishing directive. The CATF usually assigns an air defense commander (ADC), normally on the most capable air defense platform, to actually carry out air defense operations. The ADC coordinates with the Navy TACC to maintain a current air picture.

c. **When an AOA is established, the airspace assigned to the amphibious force usually includes a margin of airspace surrounding the AOA called the amphibious**

## THE COUNTERAIR FRAMEWORK

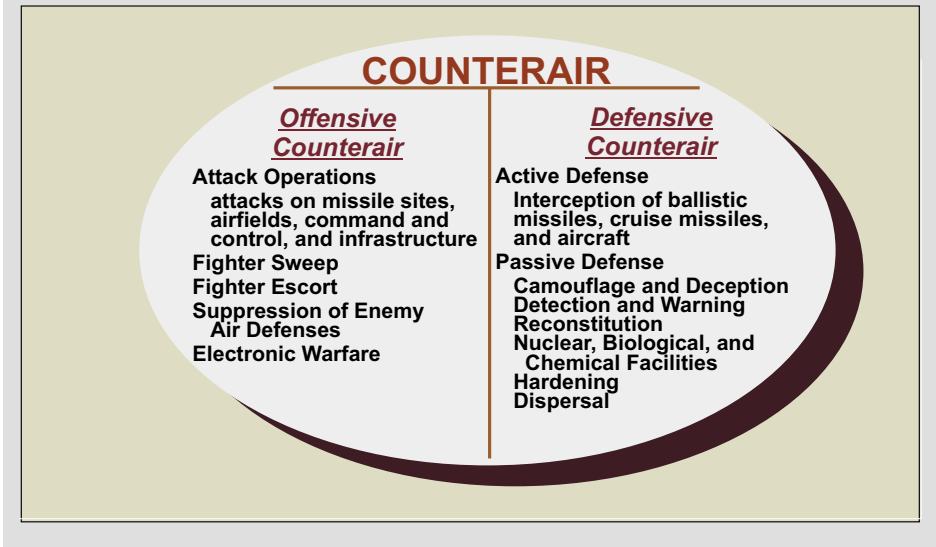


Figure III-3. The Counterair Framework

**defense zone (ADZ).** An ADZ is the area encompassing the AOA and the adjoining airspace required by accompanying naval forces for the purpose of air defense (Figure III-4 depicts a conceptual ADZ). The actual size and shape of an ADZ is dependent upon the capabilities of air defense platforms assigned to the CATF; the size of the AOA; and agreement between the amphibious force's RADC, the AADC, and adjacent air defense commanders. Within the ADZ, the amphibious force air defense agency maintains positive identification of all aircraft and conducts air defense with the authority to engage in accordance with established rules of engagement (ROE) and AADC established procedures.

#### d. Planning Considerations

- A coherent air defense plan requires the designated commander to conduct coordinated planning with all supporting and adjacent commanders and the JFC to establish a robust C2 arrangement. Effective air defense operations require a control system that functions despite a

high volume of all types of friendly aircraft operations within the operational area and the difficult overland target detection environment present in amphibious operations.

- The area air defense plan must be written with detailed engagement procedures that are consistent with the ACP and operations in the combat zone. The geographic arrangement of weapons and the location of specific types of air defense operations, as well as specific procedures for identification of aircraft, are important factors to include in planning.

*Refer to JP 3-09.3, Joint Tactics, Techniques, and Procedures for Close Air Support, and JP 3-01.3, Joint Doctrine for Defensive Operations for Counter Air and Missile Threats, for additional information.*

*Other key factors to consider are described in JP 3-52, Doctrine for Joint Airspace Control in the Combat Zone.*

## CONCEPTUAL AMPHIBIOUS DEFENSE ZONE

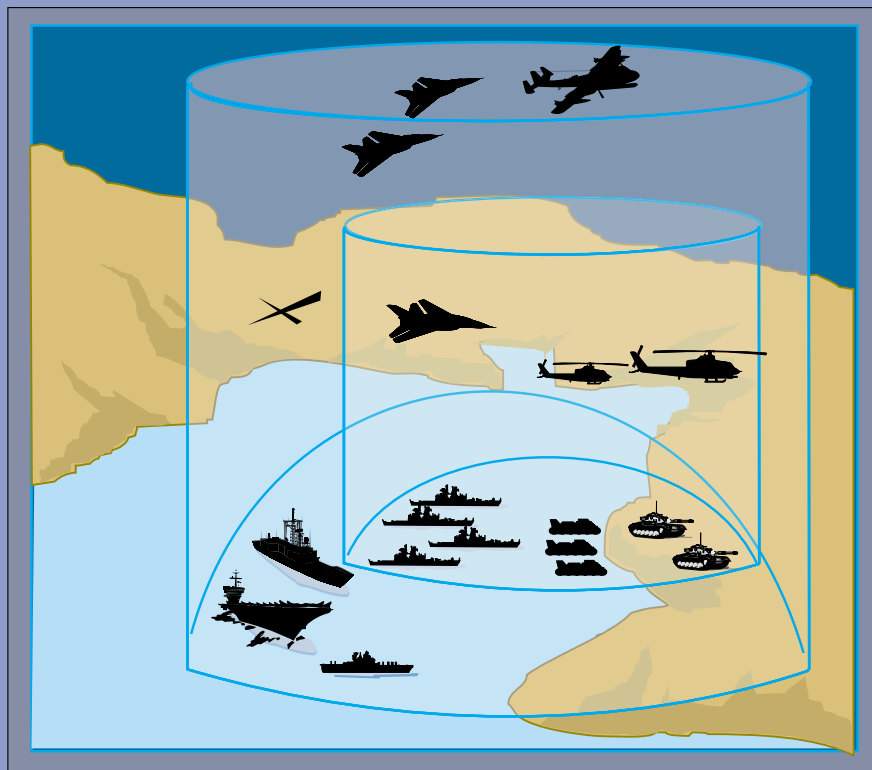


Figure III-4. Conceptual Amphibious Defense Zone

### 7. Air Command and Control Procedures

The air C2 procedures described below are frequently associated with an established AOA; however, the underlying principles apply for most amphibious operations, whether an AOA is established or other airspace allocation methods are used.

a. **Pre-D-day Operations.** Prior to the commencement of amphibious operations, airspace control and air defense operations throughout the area of responsibility (AOR) and/or joint operations area will be the direct responsibility of the ACA and AADC, respectively. The CATF normally will assume

RADC duties for a specified area under the AADC and control authority for a specific airspace control area or sector as designated by the ACA. Control is exercised through the designated air control agency which, as described earlier, could be an airborne element, surface combatant, or Navy TACC. Subordinate TADCs, as designated, monitor air control circuits in readiness to assume all or part of the duties of the air control agency, if necessary.

b. **Advance Forces.** If advance force operations are conducted in the operational area, the designated commander normally exercises air C2 through an advance force commander. The advance force commander

controls operations in the designated area through an air control agency tailored and trained for the mission. CATF typically assumes responsibility for local airspace control and air defense operations upon arrival of the main body of the amphibious force in the operational area.

c. **Control by Attack Groups.** When subordinate attack groups are formed for operations in widely separated landing areas, **the designated commander normally delegates to each attack group commander authority for control of airspace and air operations in the immediate area surrounding the respective landing areas.** The attack group commander exercises control through a local air control and defense agency consisting of airborne elements, an escorting surface combatant, or a TADC on the appropriate attack group ship. Overall direction of air operations as they apply to the amphibious mission is normally retained by the CATF and exercised through the designated air control agency.

d. **Air Tasking.** **The commander designated in the order initiating the amphibious operation is responsible for coordinating the air support requirements for the amphibious force.** The commander coordinates the submission of air support requests through preparation of an allocation request (ALLOREQ). An ALLOREQ message provides, among other things, the vehicle for requesting additional air support beyond the capability of the amphibious force and its direct support components. Depending on the command relationships that the establishing authority promulgates in the order initiating the amphibious operation, the designated commander coordinates the targeting process for the amphibious force through preparation and submission of target nominations and fire support coordinating measures (FSCMs).

*See JP 3-30, Command and Control of Joint Air Operations (formerly JP 3-56.1), and Chapter VII, "Fire Support Planning and Coordination," for more discussion of the joint air tasking cycle.*

e. **Air Defense Transition Ashore.** As sufficient air defense assets are established ashore, the CLF will coordinate with the CATF to assume SADC responsibility in the landward sector of the operational area, the dimensions of which will have been predetermined during the planning phase of the operation.

f. **Shift of Control Ashore.** During amphibious operations, **airspace control and counterair responsibilities in the operational area may be transferred ashore.** For this to occur, an appropriate agency must be established that is responsible for air operations planning, air control, and counterair. This agency is either the Marine TACC when the LF is Marine Corps, or an AOC when the LF is an Army task organization. It is phased ashore as part of the LF. To facilitate an orderly transfer of control, specific control functions may be incrementally passed as facilities ashore become operational. After passage of control ashore, afloat control centers continue to monitor air circuits in a standby status, ready to assume control in the event of an emergency. The CATF will normally be assigned SADC responsibility for the seaward sector of the operational area.

g. **Termination of the Amphibious Operation.** Upon termination of the amphibious operation, the amphibious force will be dissolved, and air control and defense responsibilities in the area passed to the appropriate commander in accordance with the establishing authority's guidance.

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## CHAPTER IV

### APPROACH TO PLANNING AND PRIMARY DECISIONS

*"Gallipoli was a tragedy for the Allies in World War I, but it was a failure in execution — not in concept. The lessons drawn from this campaign provided the framework for modern amphibious doctrine, which later would help the Marines defeat the Japanese in the Pacific. Everything is good for something — if only to serve as a horrible example."*

From *Gallipoli and the Role of Intelligence*  
Naval Institute Proceedings  
June 1995

#### 1. General

This chapter provides general guidance on the amphibious planning process. The process is designed for use by any size amphibious force, to conduct any operation, and facilitates commanders making the ten primary decisions required in most amphibious operations, discussed later in this chapter. The process is based on joint and Service models. It provides logical procedures to follow from the receipt of an order initiating the amphibious operation through the amphibious force commanders' development of operation plans (OPLANs), OPORDs, operation general matters (OPGENs), or operation tasks (OPTASKs).

*For more information on joint planning models, see JP 5-00.2, Joint Task Force Planning Guidance and Procedures. Chapters V through X of this publication provide guidance on functional area planning considerations.*

The amphibious planning process is capable of Service component interface with the joint deliberate planning process during the supporting plan development phase or Service or functional component interface during the crisis action planning (CAP) process, beginning in the situation development phase and continuing throughout the CAP process. **The focus of the planning process is to link the employment of the amphibious force to the attainment of strategic and/or**

**operational objectives through the design, organization, integration, and conduct of the amphibious operation within the JFC's overall campaign.**

#### 2. Tenets of Amphibious Planning

Planning for an amphibious operation is continuous, from the receipt of the order initiating the amphibious operation through the termination of the operation. **The tenets of successful amphibious planning are top-down planning, unity of effort (within the designated operational area), and an integrated planning effort.**

a. **Top-Down Planning.** Planning is a fundamental responsibility of commanders. **The complexity of amphibious operations requires amphibious force commanders to drive the planning process.** Their guidance and intent are central to planning and must be translated into a design for action by subordinates. Their decisions (e.g., amphibious force objectives, amphibious force CONOPS, landing beaches, commanders' critical information requirements, and promulgated essential elements of friendly information) during the planning process are required before additional steps in the process can proceed.

b. **Unity of Effort.** Unity of effort in the operational area allows the amphibious force



commanders to effectively focus the amphibious force on mission accomplishment.

**They must view their battlespace as an indivisible entity**, for operations or events in one area may have profound and often unintended effects on other areas and events.

c. **Integrated Planning.** Integrated planning in amphibious operations has two parts. **The first part is the assembly of the amphibious force commanders and their staffs in the same locality.** When such arrangements are not practicable, the exchange of liaison officers qualified to perform planning functions and the use of advanced technology, collaborative planning aids, and video conferencing are necessary. During planning, and particularly in CAP, amphibious force commanders must ensure that their planning efforts are parallel and concurrent with those of their higher headquarters. The same degree of integration by amphibious force commanders and their staffs must also be achieved with subordinate units to ensure a coordinated and thorough plan. **The second part of integrated planning occurs across functional areas.** The use of functional areas, such as maneuver, supporting arms and fires, intelligence, C2, logistics, and force protection enable amphibious force planners to integrate the planning effort and supervise the plan. The use of functional areas helps the planners to consider all relevant factors and minimize omissions. The key to this part of integrated planning is the assignment of appropriate personnel to represent each functional area. Integrated planning is facilitated by the use of operational planning teams which are dynamic, ad hoc organizations formed around planners from functional areas, appropriate staff representatives, subordinate and supporting command liaison officers, and other subject matter experts.

### 3. Planning Directive

Following receipt of the order initiating the amphibious operation, the amphibious force commanders will issue a coordinated planning directive to ensure that plans are harmonized, thorough, and completed in the time allowed. **The planning directive specifies the plan of action and milestones to complete each major step in the planning process**, and the timeline for the development of OPLANs, OPORDs, OPGENs, and OPTASKs.

### 4. Amphibious Planning Process

a. **Six Step Process.** The amphibious planning process **establishes procedures for analyzing a mission, developing and wargaming COAs against the threat, comparing friendly COAs against the commander's criteria and each other, selecting a COA, preparing an order for execution, and transitioning the OPLAN, OPORD, OPGEN, and/or OPTASK to those tasked with its execution.** The process organizes these procedures into six manageable, logical steps. These steps provide the amphibious commanders and their staffs with a means to organize their planning activities, to transmit plans to subordinates and subordinate commands, and to share a common understanding of the mission and commander's intent. Interactions among various planning steps allow a concurrent, coordinated effort that maintains flexibility, makes efficient use of time available, and facilitates continuous information sharing (see Figure IV-1).

b. **Mission Analysis.** Mission analysis is the first step in planning as it facilitates the organization of the amphibious planning process. **Its purpose is to review and analyze orders, guidance, and other**



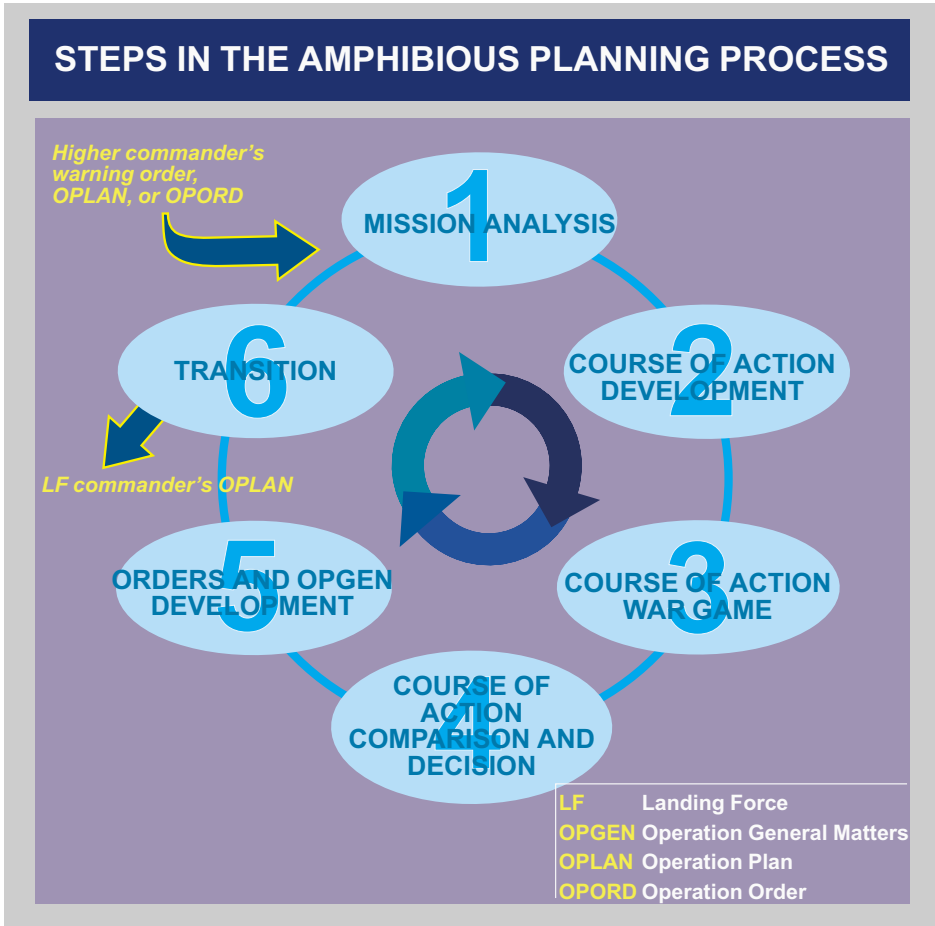


Figure IV-1. Steps in the Amphibious Planning Process

**information provided by the establishing authority in the order initiating the amphibious operation and to produce an amphibious force mission statement(s).** The commanders will provide planning guidance upon the completion of this step that will focus the staffs during step two, COA development.

**c. Course of Action Development.** COA development is the phase of the Joint Operation Planning and Execution System within the crisis action planning process that provides for the development of military responses and includes, within the limits of the time allowed: establishing force and

sustainment requirements with actual units; evaluating force, logistic, and transportation feasibility; identifying and resolving resource shortfalls; recommending resource allocations; and producing a COA via a commander's estimate that contains a concept of operations, employment concept, risk assessments, prioritized COA, and supporting databases.

**d. Course of Action War Game.** COA wargaming involves a detailed assessment of each COA as it pertains to the enemy and the battlespace. **Each friendly COA is wargamed against selected threat COAs.** COA wargaming assists planners in

identifying strengths and weaknesses, associated risks, and asset shortfalls for each friendly COA. COA wargaming also identifies branches and potential sequels that may require additional planning. **Branches** are contingency plans or COAs for changing the mission, disposition, orientation, or direction of movement of the amphibious force to aid success of the operation based on anticipated events, opportunities, or disruptions caused by enemy actions. **Sequels** are major operations that follow the current major operation based on possible outcomes, such as success or a setback (e.g., the amphibious force may plan a sequel based on a successful landing that requires re-embarkation and another assault). Short of actually executing the COA, COA wargaming provides the most reliable basis for understanding and improving each COA. Computerized simulations can also be used to conduct wargaming.

e. **Course of Action Comparison and Decision.** In COA comparison and decision, amphibious force commanders evaluate all friendly COAs against established criteria, then against each other. **The COA that will best accomplish the mission will then be selected.**

f. **Orders and OPGEN Development.** During orders and OPGEN development, the staffs use command COA decisions, mission statements, and intent and guidance to develop orders and OPGENs that direct unit actions. **Orders and OPGENs serve as the principal means by which the commanders express their decisions, intents, and guidance.**

g. **Transition.** Transition is an orderly handover of an OPLAN, OPORD, OPGEN, or OPTASK as it is passed to those tasked with execution of the operation. It provides those who will execute the plan or order with the situational awareness and rationale for key decisions necessary to ensure that there is a coherent shift from planning to execution.

## 5. Primary Decisions

Amphibious force commanders, as the principal force providers of the amphibious force, must make certain primary decisions during the planning process before further planning for an amphibious operation can proceed. In some cases, these decisions may have been made by the establishing authority and promulgated in the order initiating the amphibious operation. The decisions and who makes them are described below. **In the case of mutual decisions, both commanders must concur or the decision is referred to the establishing authority for resolution** (see Figure IV-2).

a. During “**Mission Analysis**,” the first step of the amphibious operation planning process, the following decisions must be made.

- **Determine Amphibious Force Mission(s).** Amphibious force commanders may decide on a coordinated mission statement or develop separate but supporting mission statements. The determination of a coordinated amphibious force mission statement is a mutual decision. If separate but supporting mission statements are chosen, then each commander must develop his or her respective mission statement.
- **Select Amphibious Force Objective(s).** **Amphibious force objectives are physical objectives, either terrain, infrastructure (e.g., ports or airfields), or forces, that must be seized, secured, or destroyed in order to accomplish the mission.** Amphibious force objectives are designated in alphabetic order (e.g., Amphibious Force Objective A and Amphibious Force Objective B). The selection of amphibious force objectives is a mutual decision.

b. During “**COA Development**,” the second step of the amphibious operation planning

## PRIMARY DECISIONS RESPONSIBILITIES MATRIX

PRIMARY DECISION	May be contained in the order initiating the amphibious operation	Decision	Decision made not later than step
1. Determine Amphibious Force Mission(s)	X	MUTUAL	1
2. Select Amphibious Force Objective(s)	X	MUTUAL	1
3. Determine Courses of Action for Development	X	MUTUAL	2
4. Select Course of Action		MUTUAL	4
5. Select Landing Areas		MUTUAL	4
6. Select Landing Beaches		MUTUAL	4
7. Determine Sea Echelon Plan		CATF	4
8. Select Landing Force Objectives		CLF	4
9. Select Landing Zones and Drops Zones		CLF	4
10. Select Date and Hour of Landing	X	MUTUAL	4
CATF Commander, Amphibious Task Force		CLF Commander, Landing Force	

Figure IV-2. Primary Decisions Responsibilities Matrix

process, amphibious force planners must **further develop COAs** based on the guidance from the amphibious force commanders. Normally, the LF planners will provide an LF COA for the ATF planners to build a supporting COA. At a minimum, COAs include the general area for a landing (which may already be specified by higher headquarters), designation of the main effort, the scheme of maneuver, and the task organization. The selected COAs will be wargamed and compared based on criteria established by the commanders. The selection of amphibious force COAs is a mutual decision.

c. No later than during “COA Comparison and Decision,” the fourth step of the amphibious planning process, the following decisions must be made.

- **Select Course of Action.** At this point a COA is selected and the CONOPS (including fire support planning guidance) is prepared. The CONOPS is usually a written and graphic representation, in broad outline, of the intent of both of the commanders with respect to their portion of the operation. It gives an overall picture of the operation, including the transit, formation for landing, and the scheme of maneuver for accomplishing the amphibious force objectives. Both commanders prepare mutually supporting CONOPS.
- **Select Landing Areas.** The landing area is that part of the operational area within which the landing operations of an amphibious force are conducted. It includes the beach, the approaches to

the beach, the transport areas, the fire support areas, the airspace occupied by close supporting aircraft, and the land included in the advance inland to accomplish the initial objectives. The selection of the landing area is a mutual decision (see Figure IV-3).

- **Select Landing Beaches.** A landing beach is that portion of a shoreline usually required for the landing of a battalion landing team. However, it may also be that portion of a shoreline constituting a tactical locality (such as the shore of a bay) over which a force may be landed. Landing beaches are selected from within the selected landing

areas. Principal factors in the selection of landing beaches (in addition to those previously described for selection of landing areas) are as follows.

- Suitability for landing craft and AAVs.
- Offshore approaches and tidal conditions.
- Number, location, and suitability of beach support areas, beach exits, and nearby infrastructure. Landing beaches are designated by color, and subdivisions are further designated with the addition of a number (Green

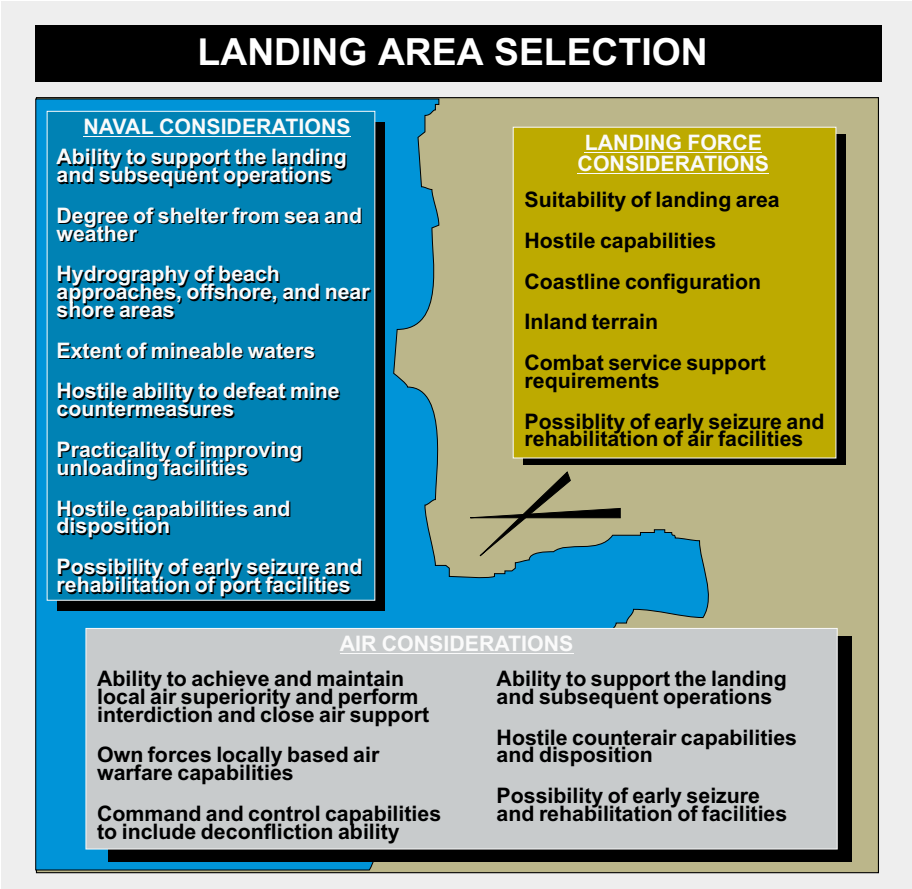


Figure IV-3. Landing Area Selection



*The commander, landing force selects landing and drop zones.*

Beach, Red Beach 1, and Red Beach 2). The selection of landing beaches is a mutual decision. Commanders and their staffs must also begin developing their “commander’s guidance for fires.” They should also ensure that the JFC targeting process is responding to their need for ‘shaping’ fires and incorporating them into an integrated joint fire support plan.

- **Determine Sea Echelon Plan.** The sea echelon plan is the distribution plan for amphibious shipping in the transport area to minimize losses due to threat attacks and to reduce the area swept by mines. The CATF determines the sea echelon plan. The design of the amphibious airspace must take into account, as a general rule, the lateral limits of the amphibious area above the sea echelon areas.
- **Select LF Objectives.** LF objectives facilitate the attainment of amphibious force objectives and/or ensure the continuous landing of forces and material. LF objectives are normally designated by LF and a number (e.g., LF Objective 1). LF objectives are selected by the CLF.
- **Select Landing Zones (LZs) and Drop Zones (DZs).** An LZ is a specified zone used for the landing of aircraft. An LZ may contain one or more landing sites. A DZ is a specific area upon which airborne troops, equipment, or supplies are air dropped. Fixed-wing LZs and DZs are designated when airborne or air-transported forces are employed. The CLF selects LZs and DZs.
- **Select Date and Hour of Landing.** The date and hour of the landing are selected unless they are specified in the order initiating the amphibious operation. **H-hour** is the time the first assault elements are scheduled to touchdown on the beach or an LZ and, in some cases, the commencement of countermine breaching operations. **L-hour** is defined in amphibious operations as the time at which the first helicopter of the helicopter-borne assault wave touches down in the LZ. H- and L-hour are confirmed prior to commencement of the landing based on the weather, enemy situation, and other pertinent factors. If not specified in the order initiating the amphibious operation, this is a mutual decision.

### 6. Crosstalks and Confirmation Briefs

a. **Order and OPGEN Crosstalk.** After the primary decisions have been made and step four of the planning process is completed, the amphibious force commanders develop their OPLANs, OPORDs, OPGENs, or OPTASKs. The staffs must maintain constant contact to ensure continued harmonization of their efforts. **Depending upon time available, once final drafts of the OPORD and OPGEN have been completed a crosstalk and confirmation brief should be conducted between the commanders and staffs.** The purpose of the orders and OPGEN crosstalk is to compare these documents with higher and adjacent orders to ensure unity of effort and to identify any discrepancies or gaps. Following the staff correction of any discrepancies identified during the crosstalk and confirmation brief, the OPORD and OPGEN will be submitted for approval.

b. **Confirmation Brief.** A confirmation brief is given by a subordinate commander once planning is complete. **Subordinate commanders confirm the plan to their subordinates who will actually execute the mission with the amphibious force commanders in attendance.** The participants brief the execution portions of their subordinate plans, including the commander's intent, specific task and purpose, the relationship between their unit's mission and the other units in the operation, and their detailed operational plans including actions on the objective. The confirmation brief allows the higher commander to identify discrepancies between his or her order and the subordinates' plan(s) and learn how the subordinate commanders intend to accomplish their mission.

## CHAPTER V

### THE INTELLIGENCE CYCLE AND AMPHIBIOUS OPERATIONS

*“For the whole reason-for-being of all military intelligence personnel is to facilitate accomplishment of the mission, and to save lives. When they fail, all the wrong people are hurt.”*

**Stedman Chandler and Robert W. Robb**  
*Front-Line Intelligence*

#### 1. Introduction: Amphibious Operations Intelligence, Surveillance, and Reconnaissance

a. Amphibious operations have been characterized as the most complex and difficult of military operations; however, **the basic nature of intelligence, surveillance, and reconnaissance (ISR) does not change in amphibious operations.** The intelligence cycle (planning and direction; collection; processing and exploitation; analysis and production; dissemination and integration; and evaluation and feedback) remains the same. **Intelligence is still required to assess basic infrastructure data, weather and terrain, and threats to friendly forces in the area of interest (AOI).** Amphibious operations differ from other military operations due to significant challenges posed by a lack of amphibious force ISR assets in the operational area during the planning phase, a heavy initial reliance on national and theater collection assets, the transition to shore, and the ability to provide predictive analysis to compensate for relatively longer periods of uncertainty and, in many cases, total chaos.

b. Amphibious operations involve extensive planning in all functional areas to ensure that ships, aircraft, landing craft, and supporting fires are synchronized to arrive at specific points at specific times to take advantage of enemy critical vulnerabilities and expedite combat power build-up and

sustainment ashore. **This requires comprehensive intelligence preparation of the battlespace (IPB),** including harmonization of intelligence and operational planners to ensure that COAs are feasible and that enemy capabilities, vulnerabilities, and COGs are identified and taken into consideration.

c. **Amphibious operations rely on intelligence to support planning, COA selection, and maneuver.** Amphibious force intelligence operations are conducted across strategic, operational, and tactical levels of war. From National Military Strategy considerations down to tactical doctrine, intelligence analysis reveals enemy COGs, strengths, and vulnerabilities. Intelligence also assesses potential for maneuver offered by the battlespace, to include identifying landing force zones of entry. Intelligence support throughout the operation provides a solid foundation for effective force protection efforts for the amphibious force.

#### 2. Required Intelligence, Surveillance, and Reconnaissance Capabilities

The following intelligence capabilities are required to support amphibious operations.

a. Broad maneuver space and command support in order to enable intelligence to determine enemy strengths to be avoided and weaknesses to be exploited.



b. Detailed terrain and hydrographic analysis to identify suitable zones of entry (e.g., beaches, helicopter landing zones, DZs, etc.).

c. Information systems interoperability with national, theater, and joint force intelligence organizations, to provide intelligence in time for amphibious planning and rehearsals.

d. Standoff collection assets capable of satisfying ATF and LF requirements from OTH.

e. Intelligence dissemination systems linking widely dispersed forces afloat and ashore.

f. Flexible intelligence assets capable of rapidly transitioning ashore with minimal degradation of support.

### 3. The Intelligence Cycle and Amphibious Operations

a. **Planning and Direction.** There are a number of unique intelligence considerations for amphibious operations. During the embarked planning phase, the co-equal amphibious and landing force intelligence officers direct their personnel from the intelligence center established within the amphibious force to support the intelligence needs of embarked commands. The intelligence center brings together ship's company, amphibious force, and other embarked component intelligence-related activities. While personnel and material remain organic to their respective commands, they may task-organize to perform intelligence work necessary for completion of the mission.

b. **Collection.** During the planning phase, amphibious force collections are primarily conducted by national, theater, JTF, and other naval assets. These assets collect information

in denied and remote areas without compromising operations security (OPSEC) and perform missions at significant distances from embarked forces. The paucity of these systems and their inherent limitations often result in an incomplete intelligence picture.

**Advance force or pre-assault collection operations by ATF, LF, and other naval assets are often required to confirm and further develop the operational picture.** An intensive pre-assault intelligence effort will provide support for target selection while ensuring that collection operations do not expose the commander's intent.

c. **Processing and Exploitation.** Individual intelligence sections will normally concentrate on their particular areas of expertise, satisfying their units' requirements while contributing a broad-scope product to the general intelligence production effort. For example, LF intelligence could analyze the land battlespace, to include the enemy's C2, ground forces, logistics, and reserves, while ATF intelligence could analyze enemy maritime forces and coastal defense threats. Air threats could be analyzed from a combined amphibious force perspective.

d. **Analysis and Production.** During the analysis and production phase, all available processed information is integrated, analyzed, evaluated, and interpreted to create products that will satisfy the amphibious force commanders' requirements. Intelligence products are generally placed in one of six categories: indications and warning; current intelligence; general military intelligence; target intelligence; scientific and technical intelligence; and counterintelligence.

e. **Dissemination and Integration.** Intelligence dissemination and integration during amphibious operations presents significant challenges. Amphibious force and supporting forces can be widely dispersed and may not assemble until late in the planning phase, if at all. Advances in technology have



improved intelligence dissemination between afloat forces, but limitations still exist in the quantity and quality of intelligence exchanged. The immense volume of data required overtaxes communications and intelligence systems, to include critical graphic products that must be distributed during the planning phase. Intelligence officers at all levels, working in coordination with unit operations and communications-information systems officers, must develop plans that provide dissemination of actionable intelligence in a timely manner to all elements of the amphibious force. Units located on ships not equipped with the latest C2, communications, or intelligence systems will be a high priority. Intelligence must be disseminated in a timely manner to ensure that it is integrated into the amphibious planning and decision making processes. Rather than an end of a process, the integration of intelligence is a continuous dialogue between the user and the producer.

f. **Evaluation and Feedback.** During the evaluation and feedback phase, intelligence personnel at all levels assess how each phase of the intelligence cycle is being performed. Commanders and staffs throughout the amphibious force must provide feedback if they are not receiving timely, accurate, usable, complete, and relevant information to support the operation. Within the intelligence center, the amphibious force intelligence officers are also evaluating the intelligence cycle to improve performance.

#### 4. Key Intelligence Activities and Goals During Planning

a. **Mission Analysis.** Intelligence activities support mission analysis by providing basic intelligence on the nature of the area of operations and the threat. Concurrently, while mission analysis is ongoing, intelligence indications and warning will monitor the AOI and identify developing crisis situations and/or potential amphibious force missions.

During mission analysis, intelligence operations must:

- Orient the commander and operational planners to the battlespace and the nature of the threat;
- Aid in the development of commander's intent by outlining what is operationally possible and most advantageous; and
- Receive guidance from the commander to help shape intelligence operations.

##### b. **Course of Action Development.**

Intelligence operations support COA development by:

- Defining operational possibilities through the IPB process;
- Continuously updating the view of the battlespace and estimates of enemy capabilities, intentions, and activities;
- Providing focus on the adversary through identification of threat COGs, critical vulnerabilities, and potential COAs, with emphasis on the most likely and most dangerous COAs; and
- Assisting in the prioritization of targets of interest.

##### c. **Course of Action Analysis.**

Intelligence operations assist COA analysis by:

- Identifying and refining likely and dangerous enemy COAs and actions and/or reactions to friendly COAs under consideration;
- Playing the role of the enemy during wargaming of COAs;
- Developing an independent evaluation of each friendly COA based upon an

understanding of the environment and the potential threat response as well as on the ability to provide intelligence support to that COA; and

- Helping to focus planners on the threat and environment, with emphasis on the degree of uncertainty and resulting risk associated with each friendly COA.

d. **Plans and Orders Development.** Once the commander has selected a COA and given additional guidance, intelligence operations shift from the development of basic and broad-scope intelligence in support of conceptual planning to providing specific and detailed current intelligence to aid functional and detailed planning in all areas and ultimate mission execution.

## 5. Intelligence Support to Operations

During execution, intelligence operations must ensure a continuous flow of timely, pertinent, and tailored intelligence throughout the ATF and LF to maintain a shared picture of the battlespace while rapidly identifying new intelligence requirements (IRs) of commanders and the operating forces.

a. **The Environment of Execution.** Intelligence support to execution differs significantly from its support to planning. **Most importantly, intelligence support to execution involves the satisfaction of a much larger body of IRs, involving a significantly greater degree of detail.** Additionally, time is a greater factor during execution than it was during planning. While days, weeks, and longer periods often are available during planning, **intelligence support to execution must be planned, executed, and the resulting intelligence products provided in hours, minutes, and even seconds.** Finally, the uncertainty and disorder inherent in war or other operations manifest themselves primarily during

execution; once execution begins, interaction between the opposing forces normally leads to significant and fundamental changes in the situation.

b. **Intelligence Focus During Execution.** Intelligence support during execution focuses on providing practical knowledge that provides an exploitable advantage over the enemy. Accordingly, intelligence operations focus on providing situational awareness, identifying new enemy activities and friendly opportunities, aiding with friendly maneuver and targeting, and supporting force protection — all while continuing to support future operations planning. Three key factors for ensuring effective intelligence support during execution are as follows.

- **Resource Allocation.** As IRs will always exceed available intelligence resources, intelligence operations must be focused where they can have the greatest effect and value. A detailed, well thought out concept of intelligence support in accordance with the commander's intent and synchronized to his or her CONOPS will lead to the best allocation of intelligence capabilities between the main and supporting efforts and between current and future operations.
- **Linkage to Operations.** Intelligence collection, production, and dissemination plans are developed to support the execution of specific tactical operations, the engagement of targets, the protection of the force, and the selection of branches and sequels to the OPLAN. Close and continuous coordination between intelligence and operations personnel is essential to maintain common situational awareness of ongoing and planned future operations, monitor potential enemy reactions, identify new opportunities, and assess the effects of friendly actions on the enemy.

- **Generation of Tempo.** Intelligence operations during execution must facilitate the generation of operational tempo. First, intelligence operations generate tempo by focusing on satisfying priority intelligence requirements and supporting the main effort. Next, intelligence facilitates tempo by supporting the decision making process through accurate situational awareness

and by recognizing emerging patterns that enable the commander to rapidly make decisions. Finally, intelligence facilitates tempo by providing knowledge — key elements of data and information that have been analyzed, synthesized, and placed in context to help provide situational awareness — not just a mass of unprocessed information or unrelated pieces of data.

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## CHAPTER VI

### COMMAND, CONTROL, COMMUNICATIONS, AND COMPUTER SYSTEMS SUPPORT PLANNING

*“Command and control is just one element in the complex tapestry of warfare. A poor system well executed can beat a good system when that system’s execution breaks down . . . any command and control system must be complemented by sound tactical doctrine, realistic training, and superbly motivated troops.”*

Extract from Army Command and General Staff College FC 101-34

#### 1. Requirements of Command, Control, Communications, and Computer Systems

a. **Amphibious operations require a flexible C2 system capable of supporting rapid decision making and execution to maintain a high tempo of operations.** C4 systems and equipment support effective C2. These systems must be robust, flexible, and as expeditious as the amphibious force. C4 systems architecture must provide strategic and tactical connectivity to a variety of tailored amphibious forces across the full spectrum of amphibious operations, from humanitarian assistance to an amphibious assault. The amphibious force must have the ability to plan for, provide C2 for, and support all functional areas (fires, aviation, intelligence, and combat service support, etc.) afloat and ashore. Communications support requirements in amphibious operations are summarized in Figure VI-1.

*C4 systems support functions will be performed in accordance with JP 6-0, Doctrine for Command, Control, Communications, Computer (C4) Systems Support to Joint Operations, and series 6231 of the Chairman of the Joint Chiefs of Staff manuals.*

b. An effective C4 systems support plan must ensure the following.

- Provide an EMCON plan and information security (INFOSEC) posture that balances OPSEC versus operational requirements.
- Provide transmission and cryptographic security.
- Provide C2 protection.
- Avoid mutual interference throughout the electromagnetic spectrum. C4 systems support plans of the amphibious force must be integrated into the JFC’s joint communications-electronics operating instructions.
- Deconflict friendly electronic attack (EA) with other friendly frequency use in accordance with the joint restricted frequency list.
- Provide monitoring and defense of tactical and non-tactical computer networks.
- Provide friendly forces’ position reporting to the Global Command and Control System-Maritime common operational picture.
- Use common agencies and alternate means of communications to assist in reducing mutual interference and decreasing frequency requirements.

## COMMUNICATIONS SUPPORT REQUIREMENTS

***A reliable, secure, rapid, flexible, and interoperable command, control, communications, and computer system is required in both planning and execution***

- ***SUPPORT PLANNING***
- ***CONTROL SHIP-TO-SHORE MOVEMENT***
- ***COORDINATE PROTECTION OF THE AMPHIBIOUS FORCE***
- ***CONTROL TACTICAL AIR OPERATIONS***
- ***CONTROL ASSAULT VEHICLES AND CRAFT***
- ***MONITOR COMMAND AND CONTROL OF ADVANCE FORCE OPERATIONS***
- ***COORDINATE SUPPORTING ARMS***
- ***COORDINATE LOGISTIC SUPPORT AND COMBAT SERVICE SUPPORT***
- ***COORDINATE SUPPORT PROVIDED BY OTHER FORCES***
- ***MEDICAL REGULATION***
- ***COORDINATE USE OF COMMUNICATIONS AND ELECTRONIC WARFARE***

Figure VI-1. Communications Support Requirements

- Provide access to meteorological and oceanographic forecasts and information impacting amphibious planning and execution.

amphibious operation. **The communications plan must permit rapid integration of the force without undue interference between elements.**

### 2. General C4 Systems Support Planning Considerations

a. Each major command of the force must have compatible and interoperable communications that will support the tactics and techniques employed by that force. **Circuits provided must assure effective exercise of command and coordination of supporting fires.**

b. Subordinate commands of the amphibious force may operate in widely separated areas during some phases of the

c. Local frequencies and communications standards in use in the landing area must be considered to ensure compatibility and to prevent interference.

### 3. C4 Systems Support During the Planning Phase

C4 systems connectivity must be established among all major participating commands at commencement of the planning phase. Communications security (COMSEC) is essential and must be maintained throughout planning.

#### **4. C4 Systems Support During the Embarkation Phase**

Before embarkation, planners must provide for adequate C4 systems support between the amphibious force and any external agencies involved in transportation. The CLF will normally plan and provide LF C4 systems in the embarkation area, to include coordinating the use of established facilities (military or civilian).

#### **5. C4 Systems Support During the Rehearsal Phase**

To test C4 systems equipment and techniques, plans should provide for a full-scale rehearsal for all elements of the amphibious force as early as the operational situation permits. OPSEC requirements may dictate adoption of the following COMSEC procedures and considerations during the rehearsal.

- a. Maximum use of secure voice equipment.
- b. Use of minimum power on electronic emitters.
- c. Assignment of call signs and frequencies for rehearsal use only.
- d. Rehearsal scheduled to minimize enemy satellite surveillance.

#### **6. C4 Systems Support During the Movement Phase**

The use of equipment, particularly transmitters and emitters, may be severely restricted to prevent disclosure of locations, movements, and intentions of the force. The CATF normally prescribes conditions of EMCON in effect during the movement phase. The C4 systems support plan must

reflect restrictions applicable to radio circuits and provide for handling important messages within imposed limitations.

#### **7. C4 Systems Support During Advance Force Operations**

a. Before advance force operations begin, plans must be made for communications among elements of the advance force, supporting forces, and the main amphibious force. Special consideration must be given to passing intelligence between the advance force and the main body of the amphibious force.

b. Pre-H-hour traffic will be minimized to avoid revealing the intention to conduct an amphibious operation and to keep circuits clear for high precedence traffic.

#### **8. C4 Systems Support During the Action Phase**

Primary reliance must be placed on single and multi-channel radio communications. Communications plans must provide sufficient channels of communications during ship-to-shore movement to facilitate control and coordination at all echelons. Communications plans must also provide for the rapid development of communications and information systems ashore.

#### **9. Responsibilities**

a. CATF and CLF are responsible for C4 systems support planning, with the designated commander consolidating the requirements. CATF responsibilities normally include the following.

- Preparation and promulgation of a coordinated plan for employment of amphibious force communications during the operation.

- Acquisition and assignment of necessary communications assets to subordinate elements of the force.
  - Preparation of appropriate OPSEC and military deception guidance.
  - Preparation and promulgation of a coordinated electronic warfare (EW) plan for the force.
  - Providing necessary shipboard C4 facilities and services in support of the embarked LF.
  - Development of a coordinated communications plan for the ATF for inclusion in the overall C4 systems support plan.
  - Development and promulgation of a plan for communications connectivity with other maritime forces.
- b. Specific C4 systems support planning responsibilities of CLF include the following.
- Development of a coordinated communications plan for the LF component of the amphibious force for inclusion in the overall force C4 systems support plan.
  - Development and promulgation of a plan for communications connectivity with other ground forces ashore.
  - Establishment of computer and network requirements while embarked.
  - Identification of connectivity requirements prior to movement ashore for follow-on operations, if required.
- c. Other commanders of the amphibious force are responsible for determination of their C4 systems requirements and submission of those requirements.

### 10. Communications Deception and Countermeasures

The scope of employment of communications deception and countermeasures will normally be specified in the initiating guidance. Additional amphibious force requirements for employment of these techniques will be made known to and coordinated with higher authority during planning.

### 11. C4 Systems Support Plan

a. The C4 systems support plan must reflect the coordinated C4 systems requirements of the amphibious force. The requirements may include radio and weapon guidance and control frequencies, call signs, compatible cryptographic and authentication systems, and special communications equipment, computer equipment and systems, or support.

b. The C4 systems support plan fulfills C4 systems requirements of the amphibious OPLAN in terms of circuits, channels and systems required, and policies and procedures governing the operation and coordination of the overall system. The plan includes the items listed in Figure VI-2.

c. The plan is prepared in detail to facilitate use by commanders at all echelons.

d. Subordinate commanders' C4 systems support plans are based on the force C4 systems support plan.

### 12. Landing Force C4 Systems

The landing force will embark in functionally operational spaces normally built on a Navy C2 infrastructure. These spaces will be complete with permanent access to



## **COMMAND, CONTROL, COMMUNICATIONS, AND COMPUTER SYSTEMS SUPPORT PLAN**

- **General coverage of the communications situation, including assumptions, guiding principles, and the concept of operational communications employment**
- **Announcement of the communications mission**
- **Delegation of communications tasks and responsibilities to major elements of the force**
- **Detailed instructions for organization, installation, operation, coordination, and maintenance of the communications system**
- **Assignment and employment of call signs, frequencies, cryptographic aids, and authentication systems**
- **Instructions on countermeasures, operations security, military deception, and communications security**
- **Interoperability of computer systems, to include hardware and software**
- **Logistic support for communications and electronics**

**Figure VI-2. Command, Control, Communications, and Computer Systems Support Plan**

voice, data, and video systems necessary for the landing force's situational awareness. The infrastructure is based on joint standards and

architectures and allows units, to draw upon a baseline of C4 systems capabilities, regardless of their Service.

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## CHAPTER VII

### FIRE SUPPORT PLANNING AND COORDINATION

*"With God and the US Navy in direct support of the 2nd Marine Division there was never any doubt that we would get Betio. For several hours, however, there was considerable haggling over the exact price we were to pay for it."*

**Colonel David M. Shoup**  
**Medal of Honor recipient**

#### 1. General

Keep in mind the following.

a. **Fires** are the effects of lethal or nonlethal weapons.

b. **Joint fires** are fires produced during the employment of forces from two or more components in coordinated action toward a common objective.

c. **Joint fire support** is joint fires that assist air, land, maritime, amphibious, and special operations forces to move, maneuver, and control territory, populations, airspace, and key waters.

d. **Fire support planning and coordination** in amphibious operations are continuous processes seeking timely and appropriate application of force to achieve the desired effects within the operational area.

e. Fire support planning **integrates** and **synchronizes** the amphibious force organic fires with non-organic supporting fires to achieve the commander's intent.

f. **Maneuver** and **fires** are complementary functions.

#### 2. Fire Support Systems

a. **Overview of Systems.** **Fires in support of amphibious operations (amphibious fire support)** is the synergistic product of three

**subsystems: target acquisition (TA), C2, and attack resources.** TA systems and equipment perform the key tasks of target detection, location, tracking, identification, and classification in sufficient detail to permit the effective attack of the target. C2 systems bring all information together for collation and decision making. Vertical and horizontal coordination is essential, requiring a hierarchy of mutually supporting fire support coordinators and agencies. Attack systems include fires delivered from air, surface, land, and sub-surface attack systems. Navy, Marine Corps, Army, and Air Force aircraft may perform air-to-surface attack, including EW, within the operational area. Land-based attack systems typically include Marine Corps and Army artillery, mortars, rockets, missiles, and EW systems. Sea-based attack systems include Navy guns, missiles, and EW systems.

##### b. Target Acquisition

- **Organic.** The typical amphibious force has numerous organic TA assets, such as reconnaissance units, sea-air-land teams (SEALs), unmanned aerial vehicles, shipboard and artillery counterfire radars, naval aviation, and ground sensors, as well as other observers, spotters, and controllers.

- **Non-organic.** The typical amphibious force has the capability to exploit the information provided from non-organic aerial systems (manned and unmanned), subsurface, surface (ground and sea),



*Land-based attack systems typically include Marine Corps and Army artillery, mortars, rockets, missiles, and electronic warfare systems.*

military space systems, and national systems.

- **Intelligence Integration.** The intelligence center established within the amphibious force supports the TA system by coordinating the use of limited collection assets throughout the operational area. No fielded TA system exists solely to support fires, and all intelligence collection assets can contribute to TA.

*See Chapter V, “The Intelligence Cycle and Amphibious Operations,” for more information.*

### c. Command and Control Agencies

- **Overview.** The establishing directive or the order initiating the amphibious operation should identify responsibilities for fire support planning and coordination among the commanders of the amphibious force. For the purposes of this chapter, the term “**designated commander**” will refer to the commander who has been delegated the command authority to plan and coordinate fires either for the entire

amphibious operation or a particular phase of it. The effectiveness of fire support in amphibious operations is predicated on the designated commander providing clear and coordinated guidance to the forces involved, since unity of effort is key.

*See Chapter II, “Command and Control,” for more information.*

- **Supporting Arms Coordination Center.** Upon initiation of planning, a SACC is established. **The SACC plans, coordinates, and controls all organic and non-organic fires within the operational area in support of the amphibious force.** It is located aboard an amphibious ship or appropriate ship configured with the requisite C2 facilities, enabling coordination of all forms of supporting fires (land, air, and sea based). The designated commander may choose either the ATF’s supporting arms coordinator (SAC) or the LF’s force fires coordinator (FFC) to supervise the SACC. Whether the SAC or FFC supervises the SACC, **fire support personnel from both the ATF and LF operate the SACC.** The organization

of the SACC is typically the same for any size amphibious operation, however, variations in operations may require specific needs. The organization described below is therefore to be used only as a guide.

•• **Naval Surface Fire Support Section.**

The ATF staff mans the NSFS section. This section monitors the naval gun fire control net, support net, and other gunfire nets as appropriate. The LF staff provides liaison to the section.

•• **Air Support Section.** This section is manned by members of a Navy Air Control Agency (e.g., tactical air control squadron or tactical air control group) and directed by the air support coordinator who reports to the tactical air officer. This section supports the Navy TACC by controlling, supporting, or transferring control to subsidiary tactical air direction controllers afloat or ashore. The section is located in the SACC and coordinates with the Navy TACC to assist in the deconfliction of air missions, routes, and requests with fires. The LF staff provides liaison to the section.

•• **Target Information Center (TIC).**

The TIC is responsible for targeting information and intelligence. It is manned by the ATF target intelligence officer, ATF air intelligence officer, LF target information officer, and other personnel, as required. TIC members will normally operate in the SACC. The ATF target intelligence officer supervises the TIC and maintains close liaison with ATF and LF intelligence and operations staff. The LF target information officer normally works in the intelligence center of the amphibious force.

• **Force Fires Coordination Center.**

When the responsibility for fire support planning and coordination is passed

ashore, **the FFCC is the Marine Corps' senior fire support coordination agency and is responsible for the planning, execution, and coordination of all organic and non-organic fires within the operational area.** Prior to control being passed ashore, the FFCC incrementally assumes responsibility for fire support planning and coordination from the SACC. The FFCC is organized and supervised at the MAGTF-level by the FFC who is responsible to the LF operations officer for MAGTF fires. The organization operates at both the tactical and operational level addressing current and future fire support issues.

*For further information, refer to JP 3-09, Doctrine for Joint Fire Support.*

• **Fire Support Coordination Center.**

The FSCC is the fire support coordination agency within the LF GCE. FSCCs are established at the battalion, regiment, and division level. The FSCC is responsible for the planning, execution, and coordination of all forms of fire support within the GCE's area of operations. The FSCC is organized and supervised by the fire support coordinator who is responsible to the appropriate level GCE operations officer for GCE fires. FSCCs are initially subordinate to the SACC and, if the FFCC is established ashore, subordinate to that agency.

d. **Attack Resources**

• **Organic.** The amphibious force's organic attack resources are capable of delivering lethal and nonlethal fires, and include naval aviation, NSFS, EW systems, artillery, and mortars.

• **Non-organic.** The SACC and the FFCC are able to coordinate and control non-organic attack resources in support of the amphibious operation. Aircraft, missiles,



*Commanders determine how to shape the operational area with fires.*

rockets, guns, special operations forces (SOF), and nonlethal systems attacking targets within the operational area must be coordinated through the senior fire support coordination agency.

### 3. Planning and Coordination

a. **Fire Support Planning.** The purpose of fire support planning is to **optimize the employment of fire support to achieve the designated commander's intent by shaping the operational area and providing support to maneuver forces.** Fire support planning is the continuous and concurrent process of analyzing, allocating, and scheduling of fire support to integrate it with the forces to maximize combat power.

- **Commander's Guidance.** Commanders determine how to shape the operational area with fires to assist both maritime and land maneuver forces and how to use maritime and land maneuver forces to exploit fires. **When developing the fire support plan, the designated commander will formulate the "commander's guidance for fires."** It is from this guidance that supporting and subordinate commanders and fire support personnel begin to frame the role of fire

support in the plan. The commander's guidance for fires should articulate the effects desired on the enemy's capabilities and how these effects will contribute to the overall success of the operation. The designated commander identifies targets that are critical to the success of the operation (high-payoff targets), force protection issues, and any prohibitions or restrictions on fire support. A clear determination of the enemy's COGs, decisive points, and critical vulnerabilities is central to fire support planning.

- **Basic Fire Support Tasks.** The effectiveness of the fire support effort is measured by achieving desired effects on the enemy, setting conditions for decisive operations, and providing support to the amphibious force. Effective fire support depends on planning for the successful performance of the following four basic tasks.

- **Support Forces in Contact.** The amphibious force provides responsive fire support that protects and ensures freedom of maneuver to forces in contact with the enemy throughout the operational area.

- **Support the Concept of Operations.**

Shaping the battlespace and setting the conditions for decisive action are successfully accomplished by achieving the commander's stated effects and attacking HPTs in order to exploit critical vulnerabilities. The destruction or neutralization of these vulnerabilities significantly contributes to the success of the amphibious operation by defeating the enemy's COGs. **The focus of effort remains on enemy capabilities, not individual targets.**

- **Synchronize and Integrate Fire Support.**

Fire support is synchronized and integrated through fire support coordination, beginning with the commanders' estimate and concept of operations. Fire support must be planned for continuously and concurrently with the development of the scheme of maneuver. Synchronization and integration enable the synergistic combination of all types of fires and maneuver to achieve the commander's objectives.

- **Sustain Fire Support Operations.**

Fire support planners formulate realistic and achievable fire support plans to achieve the commander's stated effects by exploiting logistic capabilities to overcome logistic limitations.

- **Apportionment and Allocation.** In order to develop the fire support plan, limited attack resources may be considered for apportionment and allocation to the amphibious force. In the general sense, apportionment is the distribution for planning of limited resources among competing requirements. Specific apportionments (e.g., air sorties and forces for planning) are described as apportionment of air sorties and forces for planning, etc. For

example, air apportionment is a determination and assignment of the total expected air effort by percentage and/or priority that should be devoted to the various air operations and/or geographic areas for a given period of time. The amphibious force could use this to influence and shape the conduct of the operation. Allocation, in a general sense, is the distribution of limited resources among competing requirements for employment. Specific allocations (e.g., air sorties, nuclear weapons, forces, and transportation) are described as allocation of air sorties, nuclear weapons, etc. For example, air allocation is the translation of the air apportionment decision into total numbers of sorties by aircraft type available for each operation or task. The apportionment and allocation process requires input from the subordinate commands within the amphibious force to ensure that their requirements are addressed.

- Direct support air requirements and any excess sorties (ALLOREQs) are identified to the establishing authority for further tasking.

- Normally, the JFC will apportion assigned air assets (by priority or percentage) to support the amphibious force. The JFC may also task supporting commands for air support as required.

- **Wargaming Process.** Fire support personnel are key players in step three of the amphibious planning process for amphibious operations and COA wargaming. They advise on the fire support assets available and the most effective use of these assets against the probable enemy COAs. The finished product is a fire support plan integrated and synchronized with the scheme of maneuver.

b. **Targeting.** Targeting is the process of selecting targets and matching the appropriate response to them, taking account of operational requirements and capabilities.

*Refer to JP 3-0, Doctrine for Joint Operations, JP 3-09, Doctrine for Joint Fire Support, and JP 3-60, Joint Doctrine for Targeting.*

- **Joint Targeting Cycle Phases.** Targeting is a cyclic process involving six phases, beginning with guidance and

priorities issued by the designated commander, proceeding through execution, and ending with a combat assessment (see Figure VII-1).

• **Phase I—Commander's Objectives, Guidance, and Intent.** Phase I describes how the commander visualizes the operation, or phase of an operation, unfolding based on the selected COA. The commander provides target planning and execution guidance based on the

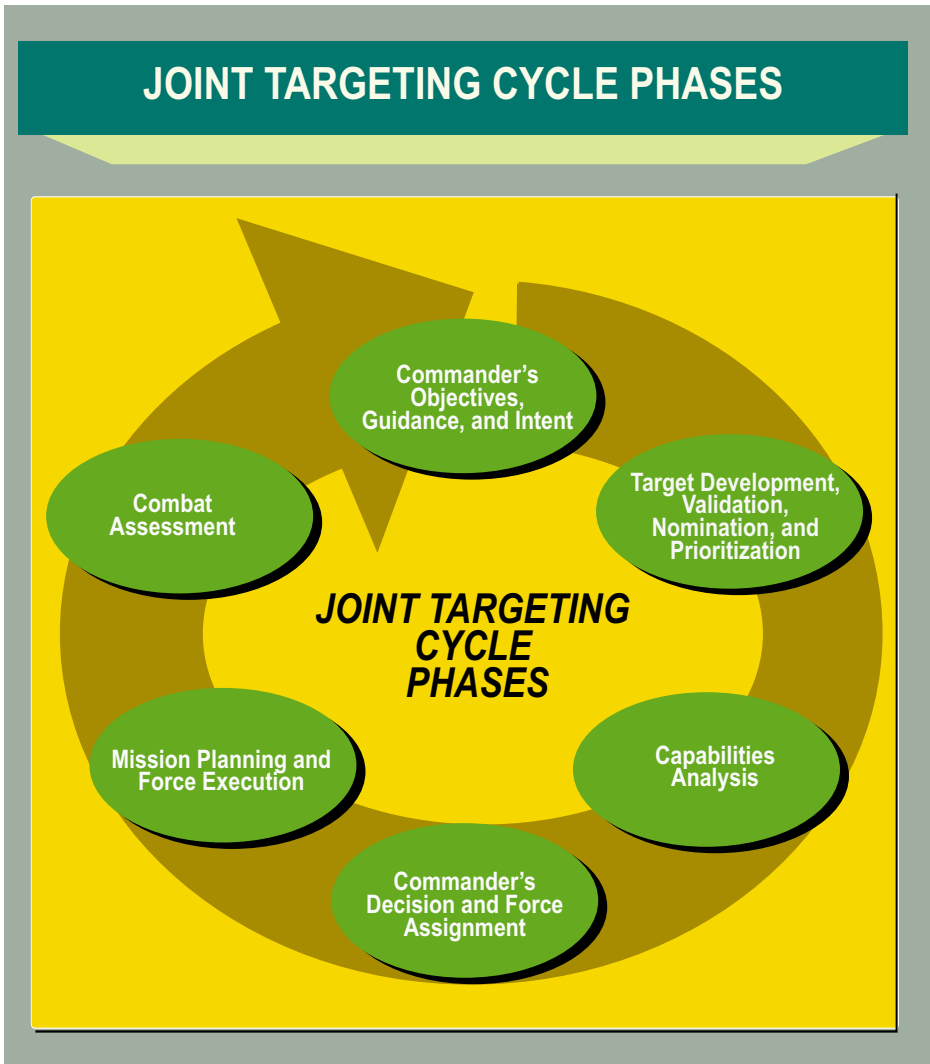


Figure VII-1. Joint Targeting Cycle Phases



assessment of the desired effects. These effects can be expressed in terms of types of targets, priorities, and restrictions, and may be both lethal and nonlethal. The commander's objectives, guidance, and intent provide the critical basis in the targeting process.

• **Phase II — Target Development, Validation, Nomination, and Prioritization.** Phase II analyzes potential targets, their components, and elements in order to determine their significance and relevance based on the commander's objectives, guidance, and intent. Targeting strategies are studied in order to determine the best way to achieve the desired effect and stated objectives. Integrating the intelligence planning, collection, execution, and analysis cycle is essential to support the targeting effort. Targets are prioritized based on the commander's prioritized objectives and guidance and then nominated through the targeting board of the amphibious force for approval by the designated commander.

• **Phase III — Capabilities Analysis.** Phase III is a predictive analysis to estimate the most likely outcome when using a lethal or nonlethal capability to achieve an effect against a specific target. Once the predictive analysis is accomplished, target and weapon pairing is conducted.

• **Phase IV — Commander's Decision and Force Assignment.** Phase IV includes the development of detailed mission orders, TA, target validation, identification of overall mission support requirements, and rehearsals as needed.

• **Phase V — Mission Planning and Force Execution.** Phase V involves the effective coordination, deconfliction, and

synchronization to maximize the effects against targets.

• **Phase VI — Combat Assessment.**

Phase VI is the assessment of the degree of success attained in the application of fires. Combat assessment is composed of three interrelated components: (1) battle damage assessment; (2) munitions effect assessment; and (3) future COA or re-attack recommendations. This phase is the commander's primary feedback mechanism within the targeting process. Assessment mechanisms must be able to provide the commander with a method to gauge the level of success in obtaining desired effects, particularly when those effects are psychological vice physical in nature.

- **Targeting Board for the Amphibious Force.** The amphibious force normally conducts an integrated targeting board to provide broad fire support and targeting oversight functions. These functions may include: coordinating desired effects; providing targeting guidance and priorities (targeting objectives, high-value and high-payoff targets); identifying no strike or prohibited targets; preparing the amphibious target list; evaluating the effectiveness of fires; and establishing and shifting of FSCMs. The designated commander during the period within which the targets are attacked has final approval authority over the fire support plan and target list. Those targets to be serviced by organic assets are passed to the appropriate agencies for servicing. Targets identified for servicing by non-organic attack systems are forwarded to the next higher-level targeting board for consideration. The amphibious force will provide, at a minimum, liaison officers to this targeting board (i.e., component-level) and may provide liaison officers

to the senior joint targeting board (i.e., the JFC's joint targeting coordination board), if established. Targeting timelines for the amphibious force must match the targeting timelines of the JFC, which normally requires planning out to 72-96 hours.

*Refer to JP 3-60, Joint Doctrine for Targeting.*

- **Submission of target nominations for supporting operations.** The amphibious force may seek to shape their designated (but not activated) operational area prior to the arrival of amphibious forces through target nominations for attack by other components' forces. Restrictions on the attack of certain targets may also be requested, if the designated amphibious force commander desires to exploit them at a future time, such as certain enemy communications sites or bridges.
- c. **Fire Support Coordination.** The following are principles for fire support planning and coordination (in relation to amphibious operations).
  - **Plan Early and Continuously.** To effectively integrate fire support with the scheme of maneuver, amphibious fire support planning must begin with mission analysis and the designated commander's planning guidance. The fire support personnel should solicit guidance from the commander whenever needed during the planning of an operation. Fire support planning is continuous.
  - **Continuous Flow of Targeting Information.** Fire support planners and/or coordinators should ensure that acquisition requirements for fire support are identified and focused on detecting priority targets. An integrated target acquisition plan, coupled with responsive communication paths, enhances the continuous flow of targeting information.
  - **Consider the Use of All Available Fires.** Fire support personnel will consider the use of available organic and non-organic lethal and nonlethal assets in support of the amphibious force commander's intent.
  - **Use the Lowest Echelon Capable of Furnishing Effective Support.** The lowest echelon that has the necessary means to accomplish the mission should furnish the fire support. When coordination cannot be accomplished or additional guidance is required, the next higher echelon should be consulted (e.g., a battalion FSCC would contact the regimental FSCC if it lacked the necessary means to accomplish a mission, and the regimental FSCC would contact the SACC or FFCC, if required).
  - **Use the Most Effective Fire Support Means.** Requests for fire support are sent to the supporting arm capable of delivering the most effective fires within the required time. Factors to be considered include the nature and importance of the target, the engagement time window, the availability of attack means, and the results desired. The commander may also consider assets to delay or suppress the target until a more effective means to attack it becomes available.
  - **Furnish the Type of Fire Support Requested.** The fire support requester is usually in the best position to determine fire support requirements. However, the SAC or FFC is in a position to weigh the request against the commander's guidance and the current and future needs for fire support. If a request for fire support is disapproved, the SAC or FFC

stops the request and notifies all concerned. When possible, the coordinators recommend a new fire support means and alert the agencies that may provide the support to the requesting unit.

- **Avoid Unnecessary Duplication.** A key task for fire support personnel is to ensure that unnecessary duplications of fire support are resolved and that only the minimum force needed to get the desired effects is used. This does not mean that only one asset is used; taking advantage of the complementary characteristics of different types of assets and integrating their effects provides the synergy of combined arms.
- **Coordinate Airspace.** Inherent in fire support coordination is the deconfliction of airspace by supporting arms. The collocation of the SACC and TACC can facilitate the coordination and integration of airspace, air defense, and fires. FSCMs and coordination procedures are used to provide a measure of protection to the aircraft while incorporating CAS with indirect fires.
- **Provide Adequate Support.** The mission and the commander's guidance determine the effects that fire support should achieve for the fire support plan to succeed.
- **Provide Rapid Coordination.** Procedures for rapid coordination ensure speed and flexibility in delivery of fires. SACC and FFCC personnel must know the characteristics of available fire support weapons, the weapons' status, and maintain situational awareness in order to attack both planned targets and targets of opportunity effectively.
- **Provide Safeguards and Survivability.** Force protection includes considerations of enemy threats and the potential for

fratricide. Detailed integration of maneuver and fire support is required to prevent fratricide. SACC and FFCC personnel seek to prevent fratricide through close coordination at all levels and situational awareness. Three dimensional radars and digital data links should be used for safeguards and for enhancing survivability. Use of FSCMs, coordination of position areas, and the consideration of the locations of friendly forces during target analysis all contribute to safeguarding friendly units.

- **Establish Communications Support.** Timely and efficient exchange of information is a key requirement for all successful operations. The physical collocation of coordinating agencies (SACC or TACC and FSCC or DASC) provides the surest form of communication, but is not always possible or practical. Therefore, reliable and extensive networking among TA assets, the fire support coordination agencies, and attack resources is required to increase the responsiveness of fires in support of the amphibious operation and to increase the amphibious force's operational tempo. Timely and efficient communications with adjacent forces will also be required.
- **Establish Fire Support Coordinating Measures.** FSCMs facilitate the rapid engagement of targets throughout the operational area and, at the same time, provide safeguards for friendly forces. The CLF designates all land fire support coordinating measures within the operational area. The CATF designates primary and alternate fire support areas (FSAs) as required to support the LF maneuver ashore. FSCMs must be coordinated with the ACP.

*For more details, see JP 3-09, Doctrine for Joint Fire Support.*

### d. **Other Planning and Coordination Considerations**

- **Air Defense.** The CATF usually assigns an ADC, normally on the most capable air defense platform, to carry out air defense operations. The ADC coordinates with the TACC to maintain situational awareness. A coherent air defense plan also requires coordinated planning with the SACC to ensure the physical location of air defense weapons systems afloat, ashore, and aloft. The procedures for identifying aircraft and other relevant information are shared.
- **Advance Force SACC.** Although normally only one SACC is active at any one time, advance force operations may require the establishment of a fire support agency to coordinate fires in support of the neutralization or destruction of enemy high value assets or the

emergency extraction of SOF or reconnaissance units. The advance force SACC must maintain situational awareness on the insertions and extractions of teams, locations of teams ashore, and mine warfare operations within the area, to include sea and air assets. The amphibious force SACC assumes responsibility as the primary fire support agency from the advance force SACC, upon its arrival in the operational area.

- **NSFS Ships in Support of the LF.** During planning, the CLF identifies specific NSFS missions to the CATF. Based on the LF requirements, the number of ships available, and their other assigned tasks, the CATF organizes NSFS assets and assigns ships in a manner that will best support the LF scheme of maneuver ashore.

## CHAPTER VIII

### LOGISTICS PLANNING

*“The logistical effort required to sustain the seizure of Iwo Jima was enormous, complex, largely improvised on lessons learned in earlier . . . operations in the Pacific. . . . Clearly, no other element of the emerging art of amphibious warfare had improved so greatly by the winter of 1945. Marines may have had the heart and firepower to tackle a fortress-like Iwo Jima earlier in the war, but they would have been crippled in the doing of it by limitations in amphibious logistical support capabilities. These concepts, procedures, organizations, and special materials took years to develop. . . .”*

**From *Closing In: Marines in the Seizure of Iwo Jima*, Joseph Alexander**

#### 1. General

a. Logistics is the science of planning and carrying out the movement and maintenance of forces. In its most comprehensive sense, logistics includes those aspects of military operations that deal with:

- Design and development, acquisition, storage, movement, distribution, maintenance, evacuation, and disposition of materiel;
- Movement, evacuation, and hospitalization of personnel;
- Acquisition or construction, maintenance, operation, and disposition of facilities as well as equipment, weapon systems, and transportation assets; and
- Acquisition and delivery or furnishing of services.

b. Combat service support (CSS) involves the essential logistic functions, activities, and tasks necessary to sustain all elements of operating forces in an AO. **At the tactical level in amphibious operations, CSS includes but is not limited to that support rendered by service troops in ensuring the operational and tactical levels of supply, maintenance, transportation, engineer, health services, and other services required**

**by the amphibious force.** Operational logistics encompasses those activities at the operational level that link strategic objectives to tactical objectives.

*JP 4-0, Doctrine for Logistic Support of Joint Operations, provides amplifying information.*

c. This chapter addresses both external logistic support provided to the amphibious force and the narrower focus of CSS of forces operating within the objective area. Differing primarily in the point of application, the two terms essentially have the same broad meaning, and therefore will be referred to as “logistics” except where distinction is necessary.

d. Logistic planning for an amphibious operation includes all facets of logistics.

e. **The CATF is normally responsible for determining overall logistic requirements for the amphibious force.** Those requirements that cannot be supported from resources available within the ATF are directed to the applicable Service component through the chain of command as established in the order initiating the amphibious operation.

*Additional guidance for joint logistic operations in support of amphibious operations is contained in JP 3-02.1, Joint*



*The CATF is normally responsible for determining overall logistic requirements for the amphibious force.*

Doctrine for Landing Force Operations, and JP 4-01.6, Joint Tactics, Techniques, and Procedures for Joint Logistics Over-the-Shore.

## 2. Logistic Planning Responsibilities

Amphibious force commanders have specific and often complementary logistics planning responsibilities as listed below.

a. The CATF is responsible for the following.

- Coordination of logistic requirements for all elements of the ATF.
- Determination of requirements that can be met by internal resources. Those which cannot are directed to a higher authority or the appropriate Service through the chain of command.
- Establishing priorities and allocating resources to meet the logistic requirements of the ATF.
- Notification of appropriate responsible agencies early in the planning phase of

any unusual requirements or special supplies or equipment required.

- Providing the means required for the establishment and operation of a logistics system in the designated amphibious objective area.
- Development of plans for handling enemy prisoners of war (EPWs) and civilian evacuees and internees.
- Development of the overall plan for health service support (HSS), including evacuation of casualties.
- Preparation of the logistics annex to the OPLAN.

b. For forces assigned, the CATF is responsible for the following.

- Determination of the overall logistic requirements of the forces assigned.
- Determination and allocation of the means to meet the logistic requirements of the forces assigned.

- Ensuring the promulgation of the overall schedule to include plans for the assembly of shipping at points of embarkation.
  - Review and approval of embarkation and loading plans.
  - Ensuring the organization of assigned shipping into echelons as necessary for continued support of the LF OPLAN.
- c. The CLF is responsible for the following.
- Determination of overall logistic requirements of the LF, including units, special equipment, and shipping.
  - Determination and allocation of the means to meet logistic requirements of the LF.
  - Determination of logistic requirements that cannot be met by the LF and submission of these requirements to the supported commander, CATF, or designated commander as appropriate.
  - Development of plans for the assembly of supplies and equipment to be embarked, including the supplies and equipment of other assigned forces for which the LF is responsible.
  - Preparation of the LF embarkation and ship loading plans and orders, in coordination with the CATF.
  - Planning for the coordination of logistics required by all elements of the LF.
  - Planning for the conveyance and distribution of logistics required by the LF.
  - Preparation of the logistics annex to the LF OPLAN.

d. Other designated commanders of the amphibious force are responsible for determining their logistic requirements and submitting to the CATF or appropriate commander those requirements that cannot be met internally.

### 3. Logistic Planning Considerations and Factors

The requirement for afloat forces to provide seamless support to the LF during the period in which its logistic system is primarily sea-based has a significant influence on logistic planning for an amphibious operation. Like all logistic systems, **the amphibious force logistic systems must be responsive, simple, flexible, economical, attainable, sustainable, and survivable.** Development of effective logistic systems must take into account the planning considerations and factors listed below.

#### a. Planning Considerations

- Orderly assembly and embarkation of personnel and material based on anticipated requirements of the LF scheme of maneuver ashore.
- Establishment and maintenance of a logistic system in the operational area that will ensure adequate support to all elements of the amphibious force, and subsequent support of base development and garrison forces as directed.
- Impetus of logistic support from sea, or the rear, and directed forward to the point of application at the using unit.
- Preservation of tactical security during logistic planning. Nonsecure logistic planning can compromise tactical surprise and landing location.

b. **Planning Factors.** Logistic planning factors are as follows.



- Character, size, and duration of the operation.
- Target date.
- Objective area characteristics.
  - Terrain and hydrography.
  - Climate and weather.
  - Distance from support bases.
  - Indigenous support.
  - Facilities available.
  - Transportation systems.
  - Local resources.
  - Throughput capacity.
- Enemy capabilities.
  - Freedom from interference.
  - Vulnerability to enemy.
- Strength and composition of landing force.
- Distribution means.
- LOCs and transportation networks.
- Support base resupply.
- Progressive increase in level and form of logistics.
- Support required for EPWs.
- Availability of logistic means.
- Compatibility and capability of support systems.
- Communications means.
- Base defense and garrison plans.
- Requirements for rehabilitation or construction of airfields.
- Impact of weapons of mass destruction.
- Availability of assault echelon (AE) and assault follow-on echelon (AFOE) shipping.
- Indigenous health risks and diseases prevalent.

### 4. Logistic Planning Sequence

Logistic planning begins with receipt of the order initiating the amphibious operation. Planning must be coordinated and proceed concurrently with operations planning during development. Although the major steps overlap, they will usually be accomplished in the following general sequence.

a. The CATF and CLF determine overall logistic requirements for the ATF and LF components of the amphibious force.

b. Other designated commanders in the amphibious force determine their logistic requirements and submit those requirements that cannot be met internally to the CATF or as directed by the establishing authority.

c. If logistic requirements are insufficient within the amphibious force, affected commanders will have to adjust plans as appropriate or request additional support from higher authority.

d. The CATF, CLF, and other designated commanders formulate logistic plans.



## 5. Logistic Plans

Logistic matters in an amphibious operation that affect only one element of the force are prepared by that individual element. The remainder of this chapter addresses logistic and CSS plans (Figure VIII-1) concerning more than one element of the force that require a certain degree of coordination.

a. The necessity to provide continuing and coordinated logistics to the LF when its logistic system is primarily sea-based requires coordination between the amphibious force commanders to develop a control and delivery system that will ensure that the LF is provided the necessary support from embarkation through rehearsal, movement, execution, and continued operations ashore. **Wherever possible, sustainment planning should encompass the concept of direct ship-to-user delivery.**

b. Logistic planning is accomplished under two major categories: initial supply and sustainment.

• **Initial Supply.** Initial supply comprises the logistic levels carried as accompanying supplies in assault shipping, both AE and AFOE to provide required initial support for the assault landing and initial operations ashore. Plans for initial supply include the following.

•• ATF provision for: (1) Loading ships with supplies to prescribed levels as much as practicable considering the embarkation of troops; (2) Rations for LF while embarked; (3) Special facilities required for refueling and maintenance of aircraft, landing craft, amphibious vehicles, and other equipment as well as fuel for boat pools, beach groups, transportation pools, and other shore components; and (4) Water for the LF ashore until supply from sources ashore is available.

•• LF provision for: (1) Assembly and loading of supplies to be landed with the LF in such a manner as to ensure



Figure VIII-1. Logistic and Combat Service Support Plans



*Logistic planning is accomplished under initial supply and sustainment categories.*

availability for issue before and during debarkation; (2) Establishment of pre-positioned emergency supplies (floating dumps) containing limited amounts of selected supplies for emergency issue; (3) Establishment of selected pre-staged supplies for ship-to-shore movement by vertical takeoff and landing (VTOL) aircraft (pre-staged VTOL-lifted supplies); (4) Selective discharge of required supplies in accordance with the landing plan; (5) Positive and efficient control of the movement of supplies from ship to desired locations ashore; and (6) Establishment of logistic heads ashore (if required) and the distribution of those supplies to forward units.

- **Sustainment.** Sustainment comprises logistic support transported to the landing area in follow-up shipping and aircraft to support tactical operations ashore.

- Sustainment is provided through either one or a combination of the following systems: (1) Maintaining shipping and aircraft in an on-call status to be ordered into the landing area by the CATF, as requested by the CLF; and (2) Establishing fixed schedules for bringing

shipping or aircraft into the landing area automatically as planned by the CLF.

- Factors affecting decisions in this regard depend primarily on: (1) Distance between the landing area and loading points; (2) Availability of forward sheltered ports or anchorages for use as regulating stations; (3) Requirement for convoy escort; (4) Availability of aircraft dedicated for sustainment lift; (5) Hostile activity on LOCs; (6) Plans for civil engineering support, including facilities required to accommodate supplies and the phase-in of LF units to handle supplies; (7) Availability of manpower, materials handling equipment, and lighterage to off load shipping; and (8) Availability of LOTS resources.

c. Logistic plans are prepared by the CATF, CLF, and other designated commanders of the amphibious force and include the following.

- Primary source(s) of supply and responsibilities.
- Levels of supply to be carried in AE, AFOE, and follow-up shipping.

- Control and distribution of supplies.
- Plan for landing supplies.
- Resupply responsibilities, schedules, and sources.
- Air delivery responsibility, procedures, and methods.
- Captured material disposition instructions.
- Salvage instructions.
- Retrograde.
- Casualties.

## 6. Embarkation and Loading Plans

*See Chapter X, “Embarkation,” for embarkation and loading plan considerations.*

## 7. Health Service Support Plans

a. The HSS plan is usually issued as Annex Q to the OPLAN. It provides for HSS to all elements of the amphibious force in accordance with the foregoing responsibilities and includes the items listed in Figure VIII-2. HSS planning considerations are detailed in Figure VIII-3.

b. The LF HSS plan is issued as Annex Q to the LF OPLAN and includes the items listed in Figure VIII-4.

c. **Medical Regulating Plan.** This plan contains policies and procedures for evacuation and primary medical regulation of casualties to designated casualty receiving and treatment ships (CRTSS) in the landing area by medical evacuation VTOL aircraft or by surface craft, and provides for medical services. It also provides for secondary medical regulating evacuation of casualties by

air to medical treatment facilities outside the operational area or to rear areas following medical or surgical treatment onboard the CRTSSs.

### d. Planning Responsibilities

- The designated commander is responsible for overall preparation of plans, taking into account the following.
    - Coordinating, with the JFC or establishing authority, patient evacuation by sea or air from the operational area to HSS facilities outside the area.
    - Air transport of HSS supplies and equipment, which may involve intratheater airlift assets.
    - Formulation, in conjunction with amphibious force commanders, of a recommended evacuation policy for the operation.
    - Establishment of HSS requirements and standards for the civilian population in the operational area, when not prescribed by higher authority.
    - Development of procedures for regulating movement of casualties and patients within the landing area in conjunction with amphibious force commanders.
- For more information, see JP 4-02.2, Joint Tactics, Techniques, and Procedures for Patient Movement in Joint Operations.*
- The CATF is responsible for the following.
    - Provision for HSS service to include all embarked personnel between points of embarkation and the objective area.

## CONTENTS OF THE HEALTH SERVICE SUPPORT PLAN

- Statement of the health service support (HSS) situation
- Statement of the evacuation policy
- Clear delineation of HSS responsibilities, organization, and employment of the several elements, with particular emphasis on shifts in responsibility during several phases of the operation and measures necessary to ensure coordinated HSS action by all elements of the amphibious force
- Provision for delivery and regulation of HSS in the objective area
- HSS medical logistics, including operation of HSS supply stocks afloat and provision for pre-planned replenishment, repair, and exchange of supplies and medical equipment
- Procedures and responsibilities for keeping necessary records and reports on the flow of casualties
- Provision for HSS to patients while afloat
- Provision for obtaining medical intelligence
- Measures for preventive medicine, hygiene, and sanitation
- Procedures for distribution of whole blood and colloids
- Organization and operation of the patient movement system
- Development of preventive and environmental health plans and annex coordinated with the engineer environmental management plans and annex

Figure VIII-2. Contents of the Health Service Support Plan

- Provision for HSS personnel, supplies, and equipment for all units based ashore and not attached to the LF.
- In conjunction with the CLF, development of a procedure for

movement of patients within the landing area.

- Seaward evacuation from the beach, including communications to support movement of patients, receipt of patients,

## HEALTH SERVICE SUPPORT PLANNING CONSIDERATIONS

### GOAL

***Providing for the health of the command and evacuation and hospitalization of sick and wounded***

### **Planning Must Consider:**

- ***Overall mission of the force and the supporting medical mission***
- ***Policies of higher commanders***
- ***Landing area characteristics***
- ***Physical, biological, and psychological threats to personnel***
- ***Lines of communications and evacuation***
- ***Evacuation policies and procedures***
- ***Medical supplies required***
- ***Blood and colloid requirements***
- ***Casualty estimates***
- ***Medical personnel available and status of their training***
- ***Supporting medical facilities and forces outside the objective area***
- ***Medical needs for civilian population and enemy prisoners of war, if authorized***
- ***Need for service medical unit augmentation***
- ***Requirements for casualty receiving and treatment ships***
- ***Aircraft and landing craft to provide ambulance facilities***
- ***Medical augmentation requirements for common-user shipping***
- ***Other medical facilities available within the objective area***

**Figure VIII-3. Health Service Support Planning Considerations**

hospitalization afloat within the operational area, and initial casualty reporting for the ATF, LF, and other forces assigned.

- Establishment of HSS requirements for the civilian population in the objective area, when not prescribed by higher authority.
- Coordination of HSS for the civilian population with nongovernmental organizations (NGOs) and coalition forces.
- Positioning and employment of hospital ships within the operational area.

- The CLF identifies and coordinates LF HSS requirements with the CATF. Once command is passed ashore, close coordination with the CATF is still required. The CLF is responsible for preparation of plans, taking into account the following.
  - Providing HSS to LF personnel before embarkation.
  - Assistance to ship's HSS department by providing HSS personnel to care for LF personnel while embarked.
  - Development, in conjunction with the CATF, of the evacuation policy for the operation.

## LANDING FORCE HEALTH SERVICE SUPPORT PLAN

Organization and employment of landing force (LF) health service support (HSS)  
facilities in support of the operation

Provision for collection of medical intelligence

Provision for zones and phases of HSS responsibility

Provision for casualty evacuation

Announcement of the evacuation policy

Provision for HSS supply and re-supply and its control

Provision for whole blood and colloids supply from afloat units during the action  
phase and later when facilities are established ashore

HSS instructions to subordinate units of the command

Measures for preventive medicine, weapons of mass destruction medicine,  
hygiene, and sanitation

Provision for HSS reports and records

Provision for mass casualty evacuation

Organization and operation of LF HSS regulating system in accordance with force  
HSS regulating plan

**Figure VIII-4. Landing Force Health Service Support Plan**

- Execution of the patient movement plan to the rear and from the operational area as directed.

- Providing HSS to all personnel ashore in the operational area who are not otherwise provided for.

- Determination of the HSS requirements of the LF that must be furnished by the other amphibious force commanders, and submission of these requirements to the designated commander.

*See JP 4-02, Doctrine for Health Service Support in Joint Operations, for additional information regarding HSS.*

## 8. Landing Force Support Party Plans

a. **The landing force support party (LFSP) is a temporary LF organization, composed of ATF and LF elements, that facilitates the ship-to-shore movement and provides initial combat support and CSS to the LF.** The CLF is responsible for organizing a system to accomplish this mission and other specific support functions within the landing area. Other missions of the LFSP are as follows.

- Facilitate the landing and movement of personnel, supplies, and equipment across the beach, into a vertical landing zone (VLZ), or through a port.

- Evacuate casualties and EPWs from the beach.
- Beach, retract, and salvage landing ships and craft.
- Facilitate the establishment of the combat service support element (CSSE), ACE, and naval beach group. Its specific organization depends on the number of beaches or zones through which the LF will land and the size of the units using the beaches or zones. For planning purposes, the basic LFSP structure consists of the LFSP commander, the shore party, the beach party, special attachments, and ships' platoons.

•• **LFSP Commander.** The designated commander of the LFSP controls landing support operations within the landing area. The LFSP commander ensures effective landing support through close coordination with subordinate units, timely reinforcement, and consolidation of shore party and beach party elements. Initially, LFSP operations are decentralized to the shore party and beach party teams per established code (Green Beach, Red Beach 1, etc.). TACON for landing support operations on these beaches resides with the shore party team commander. When the shore party and beach party groups are established ashore, they assume TACON of their respective teams. TACON for landing support operations on each coded beach resides with the shore party group commander. When the shore party and beach party are established ashore and the shore party commander has consolidated command of the shore party groups, TACON of the shore party and beach party groups transitions to the shore party and beach party commanders respectively. Concurrent with this transition, the LFSP is established ashore and the LFSP commander assumes

TACON of the shore party, beach party, special attachments, and all other LFSP units ashore. If the LFSP is not established ashore concurrently with the beach party and shore party, TACON for landing support operations resides with the shore party commander until the LFSP commander assumes TACON. The LFSP personnel and equipment landed are minimal as the shore party and beach party form the predominant part of the LFSP.

•• **Shore Party.** The shore party is the LF component of the LFSP. The nucleus for the shore party is the transportation support battalion, augmented with personnel and equipment from the GCE, ACE, and other CSSE units.

•• **Beach Party.** The beach party is the Navy component of the LFSP and is under the TACON of the LFSP commander. Personnel and equipment for the beach party comes from the naval beach group.

•• **Special Attachments.** Special attachments are made to the LFSP for defense of the beach support area, to provide liaison personnel, and for specialized tasks.

•• **Ships' Platoons.** A ship's platoon consists of assigned LF personnel responsible for loading, stowing, and offloading LF equipment and supplies. When a ship carries equipment and supplies that belong only to LF units embarked on that ship, the ship's platoon is sourced from the ship's embarked troops at the direction of the commanding officer of troops.

*Detailed information about the LFSP is contained in Naval Warfare Publication (NWP) 3-02.1, Ship-to-Shore Movement, NWP 3-02.14, The Naval*

Beach Group, and Marine Corps Warfare Publication (MCWP) 4-11.3, Transportation Operations.

*For further information, refer to JP 4-01.6, Joint Tactics, Techniques, and Procedures for Joint Logistics Over-the-Shore (JLOTS).*

### b. LFSP Plan

- The CLF and appropriate subordinate commanders prepare LFSP plans containing instructions for the functioning of the LFSP, including the beach party and helicopter/VTOL aircraft support team, and air mobile support party requirements.
- The LFSP plan includes the following.
  - Organization and mission of the LFSP.
  - Instructions to all subordinate elements.

- LFSP communications instructions.
- Beach, DZ, and LZ defense instructions.
- Administrative instructions.

c. **LFSP Planning Considerations.** In developing the LFSP plans, consideration must be accorded the factors shown in Figure VIII-5.

### d. LFSP Planning Responsibilities

- **The CLF is responsible for the timely activation of the LFSP and the conduct of LFSP operations;** however, amphibious force elements participate in and contribute to the development of plans for its organization and employment. The CLF is responsible for the tactical employment and security ashore of all elements of the LFSP, and will integrate requirements into the fire support plan. **The CLF determines and**

## LANDING FORCE SUPPORT PARTY PLANNING CONSIDERATIONS

- Landing force scheme of maneuver and related landing plan
- Enemy disposition in the landing area
- Mine and obstacle clearance in the landing area
- Landing area weather, terrain, and hydrographic conditions
- Requirements for multiple, separate logistic installations to provide for passive defense against weapons of mass destruction
- Requirement for beach development and clearance of landing zones
- Amounts and types of supplies and equipment to be landed
- Types of ships (amphibious and commercial), landing craft (displacement or air-cushion), and aircraft to be unloaded
- Availability of personnel and equipment for landing force support party operations
- Policy concerning method of handling and disposition of enemy prisoners of war
- Casualty evacuation and health service support regulating policies
- Coordination required with other agencies
- Provision for inter-Service support

Figure VIII-5. Landing Force Support Party Planning Considerations



**presents requirements for support of LFSP operations to the CATF.** These requirements will be presented as early as possible in the planning phase.

- **The CATF is responsible for preparation of related plans that provide facilities and means to ensure effective support of LFSP operations.** Examples of such plans are the pontoon causeway and lighterage plan, unloading plan, casualty evacuation plan, and EPW evacuation plan. Integrated training of shore party and beach party elements will be conducted before embarkation begins.

## 9. Pontoon Causeway and Lighterage Plans

a. The CLF is responsible for presenting to the CATF requirements on which plans for pontoon causeways and lighterage support for the operation are based. The CATF prepares the pontoon causeway and lighterage plan in consultation with the CLF considering the following:

- LF requirements;
- Hydrographic conditions; and
- Availability of required types of sealift.

b. The plan should include details on loading, transportation, launching, initial operational assignment, and provisions for maintenance and salvage of the causeway and lighterage equipment. It also contains specific instructions for transition of control. The plan will include provisions for retaining lighterage in the area after the assault shipping departs, for use in unloading follow-up shipping, and for other support of tactical operations. The plan is published as an annex to the CATF's logistic plan.

## 10. Engineer Plans

Engineer operations support the development of the battlespace for maneuver, enhance strategic and operational movement, and provide infrastructure for force protection. In addition to normal engineer operations (i.e., combat, general, and topographic), special considerations must be made for mine countermeasures and amphibious breaching, joint reception, staging, onward movement, and integration, offshore petroleum discharge systems (OPDSs), and amphibious assault bulk fuel and water systems connectivity. Involvement of the engineer staff is essential in the planning and execution of all phases of amphibious operations.

*Further guidance can be found in JP 3-34, Engineer Doctrine for Joint Operations, and JP 4-04, Joint Doctrine for Civil Engineering Support.*

## 11. Advanced Base Development and Garrison Plans

Advanced base development and garrison planning is carried out in accordance with directives of the JFC or higher authority and responds to requirements of the strategic plan. The CATF may be required to include in the plan provisions for initiation of civil engineering support.

a. **Advanced Base Development and Garrison Plans.** Advanced base development and garrison plans are issued separately from plans for an amphibious operation. They are prepared by a level of command higher than the amphibious force commander. Pertinent extracts may be included in the amphibious force plan.

b. **Planning Considerations.** Preparation of advanced base development and garrison plans are covered herein only as they influence the planning for an amphibious operation. Because of the progressive nature of advanced base development, which may commence during the action phase and continue long after the amphibious operation is completed, a high degree of planning coordination must be achieved among the ATF, LF, logistic forces, and other supporting forces.

c. **Planning Responsibilities.**

- The CATF has planning responsibility for the following.
  - Allocation of shipping from the ATF to lift advanced base development forces.
  - Embarkation and movement of forces and equipment to the operational area.
  - Allocation of means to control, support, and coordinate base and garrison operations during the amphibious operation.
- The CLF is responsible for the following during planning.
  - Plans to initiate advanced base development.
  - Plans to coordinate, control, and support garrison operations ashore.
  - Security measures.

## CHAPTER IX

### AMPHIBIOUS OPERATIONS AGAINST COASTAL DEFENSES

*“A comparison of the several landings leads to the inescapable conclusion that landings should not be attempted in the face of organized resistance if, by any combination of march or maneuver, it is possible to land unopposed within striking distance of the objective.”*

MajGen A.A. Vandegrift, USMC  
CG, 1st Marine Division, 1 July 1943

#### 1. General

Coastal defenses against amphibious operations have become a military necessity for a number of countries considered a threat to regional stability and national interests. **An integrated anti-landing doctrine has evolved incorporating the use of land, sea, air and, in some cases, space assets.** The doctrine involves integration of reconnaissance, long range interdiction by air and sea forces, and a combined arms ground force at the beach. **Central to most anti-landing defenses is the use of littoral mine warfare.** In addition, some countries may base their coastal defense on the threatened employment of nuclear, biological, and chemical (NBC) weapons or may integrate NBC weapons into their existing coastal defense. **The preferred tactic for amphibious forces operating against countries or organizations employing coastal defenses is to avoid, bypass, or exploit gaps in these defenses whenever possible.** However, operational limitations may preclude this tactic and a breach of these defenses may be required.

#### 2. Anti-landing Doctrine

Coastal defenses depend on the hydrography, terrain, resources, development time available, and ingenuity of the antagonists. **Anti-landing doctrine usually focuses on the development of four layered barriers within the littorals.** These barriers are under observation and covered by shore

based fires. Due to the littoral nature of these barriers, they generally fall within the hydrographic description of shallow water (up to 200 feet in depth). The four barriers from the littorals to land are perimeter, main, engineer, and beach.

a. **Perimeter Barrier.** The first littoral barrier encountered is the perimeter minefield. **This minefield, located at the maximum range of ground-based covering fires, has a mission to delay and break up the ATF.** Delay at the perimeter minefield could allow coastal defenses time for final preparation and movement of reserves to potential landing beaches. Antiship cruise missiles and coastal artillery may provide covering fires. Electric and diesel submarines and aircraft may attempt to attack the amphibious force.

b. **Main Barrier.** The main barrier holds the primary minefield. The minefield may be four (4) to six (6) kilometers off the coast and is intended to deny the maneuver of ATF ships and landing craft during ship-to-shore movement. Land-based artillery, air-defense systems, and potentially small boats and aircraft cover the main barrier.

c. **Engineer Barrier.** The engineer barrier is located at or near the shoreline and contains both minefields and obstacles. The engineer barrier is often laid in very shallow water (VSW) from 40 to 10 feet of water and the surf zone (SZ) from 10 feet of water to the high water mark. Installed by ground force engineers, the barrier targets



*Minefields and obstacles are placed along avenues of egress off the beach and in front of defended positions.*

landing craft and amphibious vehicles and attempts to deny access to the beach. Land-based artillery, air-defense systems, and crew-served weapons cover the engineer barrier.

**d. Beach Barrier.** The beach barrier canalizes the landing force for counterattacks by tactical reserve forces. Minefields and obstacles are placed along avenues of egress off the beach and in front of defended positions. Land-based artillery, air-defense systems, and crew-served weapons all provide support to a counterattack by the reserve.

### 3. Amphibious Breach of Coastal Defenses

**a.** Amphibious forces should request national and theater collection assets to conduct reconnaissance and surveillance of the defended coastal area to determine the best landing area to conduct the breach. The collection request should focus on location of mines, obstacles, and enemy locations in the area, to include air, naval, and ground forces.

**b. Mine Threat.** Because mines continue to proliferate and incorporate new technology,

current information on a potential adversary's **mine resources** is crucial to planning. The types, characteristics, numbers, and storage locations of mines as well as the transportation assets and at-sea delivery capability are vital information.

**c. Operational Area Characteristics.** Efforts required to clear, remove, or sweep a minefield **depend significantly on the mined area's physical environment**. Water depth and beach characteristics are key factors. Significant ocean currents increase the difficulty of sweeping moored mines. Tidal ranges expose mines in VSW, making them easy to detect but placing a burden on clearing teams to finish their task within a prescribed time limit. Natural and manmade obstacles also hinder breaching operations. High densities of mine-like objects on the bottom complicate operations. Once the landing area is chosen, the coastal defenses in the vicinity are degraded to the desired level through supporting operations conducted by forces other than the amphibious force, to include mine countermeasure (MCM) forces (if not part of advance forces) and the advance force.

*Refer to Chapter XIII, "Supporting, Advance Force, and Preassault Operations," for*

information on supporting and advance force operations.

d. Local air and maritime superiority in the operational area is required in order for the MCM forces to commence operations. Supporting operations may also be conducted for offensive MCM and to wear down land forces.

e. **Offensive MCM.** If ROE permit, MCM is best accomplished by destruction of mines prior to their deployment. **Proactive MCM include attacks on production and storage facilities, transportation assets, and forces used to plant mines.** A key consideration in any potential littoral conflict is the establishment of ROE that allow for early, aggressive, and proactive MCM operations.

f. **MCM Forces.** The time required for MCM operations will usually require MCM forces to commence operations prior to the arrival of the amphibious force and, potentially, the advance force. **MCM forces are extremely vulnerable and will require constant protection from hostile forces.** Due to the limited assets available for an MCM operation, the CATF will need to prioritize the MCM effort in the operational area. There should also be an awareness that MCM operations have the potential to compromise the OPSEC of the impending amphibious operation. Appropriate consideration or measures should be implemented to minimize the operational impact. Two primary MCM techniques are mine hunting and mine sweeping.

- **Mine Hunting.** Mine hunting is a time-consuming operation. During mine hunting, the MCM platform uses its available assets to locate, classify, and mark all mine-like contacts. Generally, surface or airborne platforms mark possible mine contacts and then explosive ordnance disposal MCM units positively identify, dispose of, or remove them for further exploitation.

- **Mine Sweeping.** Mine sweeping is performed at slightly faster speeds than hunting, which allows for a larger area of coverage. Surface or airborne platforms accomplish sweeping against either bottom influence or moored mines.

*Advance force assets will operate in support of breaching operations in accordance with Chapter XIII, "Supporting, Advance Force, and Preassault Operations."*

#### 4. Integrated Mine Countermeasures and Amphibious Breaching Operations

a. **The responsibility for breaching coastal mine barriers may be phased.** The MCM commander, who is usually subordinate to the CATF upon the arrival of the amphibious force in the operational area, is responsible for the breach of the outer mine barriers up to the SZ. The CATF is responsible for the breach of any mines and obstacles from the SZ to the high water mark. The CLF is responsible for the breach of any mines and obstacles from the high water mark inland. **MCM and amphibious breaching operations must be synchronized.** Lane requirements of the landing force and mine or obstacle construction will dictate size and composition of the amphibious breach force.

b. **Fundamentals.** Suppression, obscuration, security, and reduction are fundamentals that must be applied to amphibious breaching operations to ensure success.

- **Suppression.** Effective suppression is the mission-critical task during any breaching operation. Suppression protects forces reducing and maneuvering through the obstacle and fixes the enemy in position. Suppressive fires include the full range of lethal and

nonlethal fires, from NSFS and CAS to EA.

- **Obscuration.** Obscuration hampers enemy observation and TA, and conceals friendly activities and movement. EA prevents the enemy use of radar and radio signals to observe and report the operation.
- **Security.** Support forces prevent the enemy from interfering with obstacle reduction and the passage of the assault waves through the breach lanes. Security must be effective against coastal defenses and counterattack forces. Vertical assault forces may seize and deny routes of ingress into the landing area to prevent the counterattack of the landing beaches.
- **Reduction.** Reduction forces, normally composed of ATF and LF elements, create lanes through the mines and obstacles, allowing the assault waves to pass. The location of lanes depends largely on identified weaknesses in the mine and obstacle belt. If the amphibious force cannot find gaps or weak coverage in the obstacles, they will apply concentrated force at a designated point to rupture the defense and create a gap. Units reducing the obstacle mark the lane and report the obstacle type, location, and lane locations to higher headquarters. Lanes are handed over to follow-on forces who further reduce or clear the obstacles, if required.

### 5. Operations in Nuclear, Biological, and Chemical Environments

The employment or threat of NBC weapons and other toxic materials poses unique challenges when conducting amphibious operations. NBC-capable nations, including many developing nations, may use these weapons to achieve political and military

objectives. The NBC threat occurs across the full range of military operations, including MOOTW. Improvements in missile technology that increases the range and precision of NBC weapons and the use of mines and barriers to canalize or impede the amphibious forces may make it vulnerable to attack. These trends require amphibious force commanders to consider the challenges posed by NBC weapons when conducting amphibious operations. There should be a clear understanding of the potential NBC threats, and planning should include plans to minimize amphibious force vulnerabilities.

*Refer to JP 3-11, Joint Doctrine for Operations in Nuclear, Biological, and Chemical (NBC) Environments.*

a. **Responsibilities.** Combatant commanders must be able to execute campaigns under NBC threats and environments through unified action at the theater level. Unified action encompasses not only NBC-related actions but also all other actions that permit continuation of theater operations and focus on attaining the single theater military objective in line with the JFC's intent. **The amphibious force must be capable of operating in an NBC environment to attain the amphibious force objectives, which are a part of the JFC's overall objectives.** Within the amphibious force, the CATF is responsible for NBC defense of the assigned amphibious force afloat, including the LF while embarked. The CLF is responsible for NBC defense of the landing force once ashore.

b. **Planning Considerations.** Amphibious force commanders must address potential NBC threats during the planning phase.

- NBC defense plans must include provisions for the following.
  - Requesting supporting operations to eliminate or reduce an adversary's NBC

capabilities within the operational area prior to the arrival of the amphibious force.

- Planning advance force operations to further degrade an adversary's NBC capabilities and to detect contaminated areas that may interfere with the concept of operations.
- Planning offensive and defensive actions taken by the amphibious force to minimize the vulnerability to and mitigate the effects of NBC attacks that may impact on the operational area, to include the development of branches and sequels.
- The amphibious force's IPB process must address the capabilities and limitations of an adversary's NBC weapons and delivery systems; their C2 and release procedures; and indicators of intent to employ NBC weapons. The amphibious force commanders should provide target planning and execution guidance using the full extent of actions allowed by the ROE based on the effects needed to be achieved against the adversary's NBC weapons, delivery means, and C2 capabilities.
- The principles of NBC defense must be factored into planning and specifically address the hazards created by NBC weapons: avoidance of NBC hazards, particularly contamination; protection of individuals and units from unavoidable NBC hazards; and decontamination in order to restore operational capability. Application of these principles (see Figure IX-1), helps to minimize vulnerabilities, protect the amphibious force, and maintain the operational tempo in order to achieve the amphibious force objectives.
- **Contamination Avoidance.** Contamination avoidance prevents the

disruption of the amphibious operation by eliminating unnecessary time in cumbersome protective postures that have the potential to degrade the force and minimizing decontamination requirements. Avoiding contamination requires the ability to recognize the presence or absence of NBC hazards in the air, on water, land, personnel, equipment, and facilities, at both long- and short-range. Supporting and advance force operations should provide for long-range surveillance and detection capabilities focusing on such areas as the landing beaches, helicopter landing zones, and the amphibious force objectives. Preassault operations and actions taken throughout the remainder of the amphibious operation should provide for short-range surveillance and detection capabilities in support of the landing force units operating ashore and ATF ships within the sea echelon area.

- **NBC Protection.** Specific actions required of the ATF and LF before, during, and after NBC attacks should be clearly communicated and rehearsed. NBC protection conserves the force by providing individual and collective protection capabilities.

- **Individual Protection.** Commanders must adopt a mission-oriented protective posture (MOPP) to establish flexible force readiness levels for individual NBC protection. MOPP analysis (the process of determining a recommended MOPP) integrates NBC protection requirements — derived from NBC threat assessments — with mission requirements in light of the performance degradation caused by wearing protective equipment. The LF and ATF personnel manning flight decks, well decks, and landing craft as well as operating ashore (such as beachmaster units) require individual protective equipment and must be capable of



## NUCLEAR, BIOLOGICAL, AND CHEMICAL DEFENSE PRIORITIES

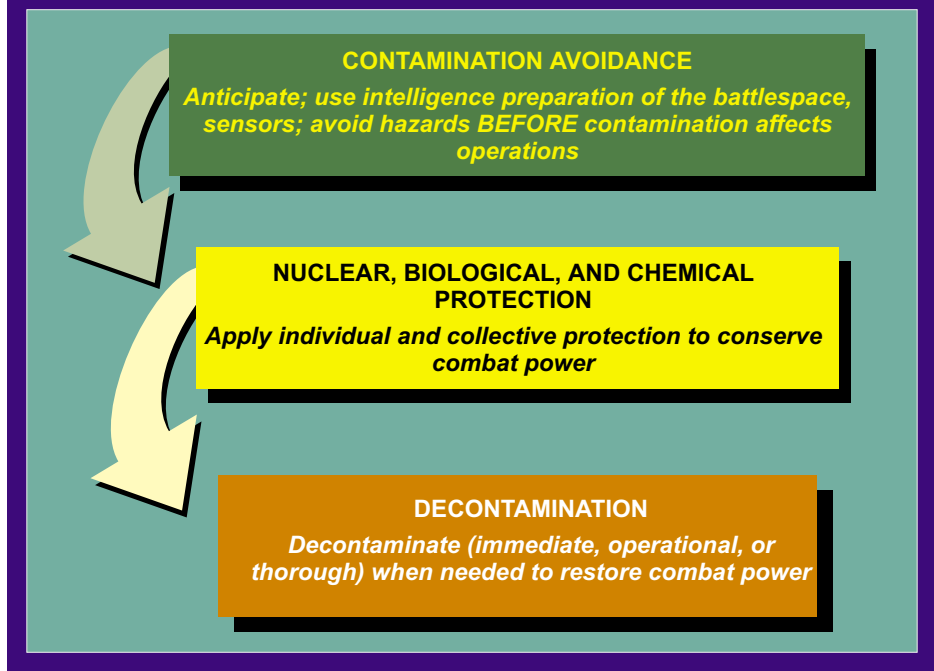


Figure IX-1. Nuclear, Biological, and Chemical Defense Priorities

operating in MOPP-levels commensurate with the threat.

• **Collective Protection.** Sustaining operations in NBC environments may require collective protection equipment, which provides a toxic-free area for conducting operations and performing life support functions such as rest, relief, and medical treatment. When collective protection is not available ashore, plans must be developed, exercised, and evaluated to move personnel to alternative toxic free areas afloat that are well away from contaminated areas ashore.

- **Decontamination.** When contamination avoidance is not possible, decontamination

supports the post-attack restoration of the amphibious force and the resumption of operations to a near-normal capability. Decontamination is intended to minimize the time required to return personnel and mission-essential equipment to a mission-capable state. Because decontamination may be labor and logistically intensive and assets are limited, the amphibious force commanders must prioritize requirements and decontaminate only what is necessary. Commanders may choose to defer decontamination of some items and, depending on agent type and weather conditions, opt to either defer use of equipment or allow natural weathering effects (temperature, wind, salt water, and sunlight) to reduce hazards.



Decontamination is organized into three categories that reflect operational urgency: immediate, operational, and thorough. In order to maintain the operational tempo, the amphibious force uses immediate and operational decontamination to the maximum extent possible until the amphibious force objectives are secured. During an operational pause, thorough decontamination is conducted. Service publications provide detailed tactics, techniques, and procedures for the technical aspects of decontamination.

•• **Immediate Decontamination.** The goal of immediate decontamination is to minimize casualties, save lives, and help to limit contamination exposure and spread. Upon becoming contaminated, individuals should carry out immediate decontamination, which includes three tasks: skin decontamination, personal wipedown (hood, mask, gloves, and individual equipment), and operator spraydown of frequently touched equipment surfaces using on-site decontamination equipment.

•• **Operational Decontamination.** Operational decontamination limits contamination exposure and spread, and helps to sustain operations by providing temporary and, in some cases, long-term relief from wearing protective equipment. Operational decontamination includes two techniques: MOPP gear exchange for personnel, and operator washdown for mission-essential equipment.

•• **Thorough Decontamination.** Thorough decontamination reduces or eliminates the need for wearing of protective equipment. Specialized decontamination units and personnel support thorough decontamination. There are three thorough decontamination techniques: detailed personnel decontamination, detailed equipment decontamination, and detailed aircraft decontamination. Thorough decontamination is required for total reconstitution of the amphibious force and the return to unrestricted embarkation of personnel, equipment, and materiel.

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## CHAPTER X

### EMBARKATION

*“The amphibious landing is the most powerful tool we have.”*

**General Douglas MacArthur**  
**Planning conference for Inchon landing**  
**23 August 1950**

#### 1. General

**The embarkation phase is the period during which the forces, with their equipment and supplies, are embarked in assigned shipping.** The primary goal of this phase is the orderly assembly of personnel and materiel and their embarkation in assigned shipping in a sequence designed to meet the requirements of the LF concept of operations ashore. Detailed guidance on the organization for embarkation, planning, and execution of this phase of the operation, including Military Sealift Command (MSC) support to amphibious operations and associated special considerations, is provided in JP 3-02.2, *Joint Doctrine for Amphibious Embarkation*, and NWP 3-02.22M, *MSC Support of Amphibious Operations*.

*See JP 3-02.1, Joint Doctrine for Landing Force Operations; JP 4-01.1, Joint Tactics, Techniques, and Procedures for Airlift Support to Joint Operations; and JP 4-01.3, Joint Tactics, Techniques, and Procedures for Movement Control, for additional information pertaining to embarkation of airlifted forces in support of amphibious operations.*

#### 2. Embarkation Planning

Plans for assembly of assault shipping and movement of troops to embarkation points are prepared by the CATF and CLF, respectively, as separate documents in the form of movement orders and embarkation and loading plans. These plans must be coordinated and distributed as soon as possible



*Plans for assembly of assault shipping and movement of troops to embarkation points are prepared by the CATF and CLF.*

to permit initiation of preliminary movements and preparations to ensure that the embarkation is begun without delay.

### 3. Embarkation Planning Responsibilities

ATF and LF commanders' planning responsibilities are as follows.

- a. The CATF is responsible for:
  - Allocating assault shipping and sealift.
  - Providing ship's loading characteristics pamphlets to the CLF.
  - Organizing Navy forces for embarkation.
  - Preparing movement orders for ships.
  - Approving LF embarkation and loading plans.
  - Planning for external support.
- b. The CLF is responsible for:
  - Advising the CLF on support forces' embarkation requirements.
  - Determining LF requirements for assault shipping.
  - Developing LF organization for embarkation.
  - Determining embarkation support requirements.
  - Preparing detailed embarkation and loading plans.
- c. Other commanders must:
  - Provide their lift requirements;
  - Organize their units for embarkation; and
  - Participate in embarkation planning meetings.

# CHAPTER XI

## REHEARSALS

*“Like other amphibious animals we must come occasionally on shore. . . .”*

**Lord Bolingbroke:  
Idea of a Patriot King, 1749**

### 1. General

Rehearsal is the period during which the prospective operation is practiced to:

- a. Test adequacy of plans, timing of detailed operations, and combat readiness of participating forces;
- b. Ensure that all echelons are familiar with the plan; and
- c. Test communications-information systems.

### 2. Requirements

**The rehearsal phase may be conducted concurrently with other phases of the amphibious operation but most often is associated with the movement to the operational area phase.** During this period the amphibious force or elements conduct one (or more) rehearsal exercise(s), ideally under conditions approximating those to be encountered in the littorals and landing area. The objective during this phase will be to exercise as much of the force and the OPLAN as the situation permits, with OPSEC being a limiting factor.

*JP 3-02.1, Joint Doctrine for Landing Force Operations, provides further detail on various types of rehearsals.*

### 3. Rehearsal Plans

**Responsibility for preparation of rehearsal plans is the same as for preparation of the OPLAN.** Rehearsal plans will be issued separately from actual plans and require

execution of the various tasks and functions paralleling those required during the operation.

a. The number, nature, and scope of rehearsals will be influenced by the following considerations.

- The complexity of the tasks.
- Time available for rehearsals.
- State of training.
- Suitability of available areas.
- Special or unusual problems to be faced in the actual operation.
- Intelligence and counterintelligence.
- Adequacy of C4 plan.
- Logistic and CSS availability to replenish, replace, or repair assets used.
- OPSEC to prevent disclosure of timing, location, or intent to conduct an amphibious operation.
- Organic modeling and simulation ability.

b. The dates on which rehearsals are conducted and the time allocated for them must provide for the following.

- Complete and careful execution of the entire rehearsal.
- Re-embarkation of all troops, equipment, and supplies.

- Replenishment, repair, or replacement of equipment and supplies used during rehearsals including landing craft, ships, or aircraft.
- Critiques at all levels of command for evaluation and correction of problems.
- Time to revise areas of the plan in which the rehearsal identified problems.
- Level of training of intelligence, maneuver, fires, logistics, and other functional area personnel regarding their use of communications-information systems resources.
- Status of communications-information systems equipment.
- OPSEC and INFOSEC restrictions.

c. Selection of the rehearsal area is influenced by the following.

- Suitability.
- Similarity of the rehearsal area to the actual landing area.
- Feasibility of employing live ammunition.
- OPSEC.
- Susceptibility to enemy interference.
- Location of the rehearsal area in relation to the operational area and to points of embarkation.
- Health conditions at the rehearsal area.
- Activity of civilian personnel, vehicles, shipping, and small craft that may interfere with the rehearsal.
- Environmental and management restrictions.

d. Testing the effectiveness of communications-information systems plans will be influenced by the following.

- Level of training of communications-information systems personnel and training time available.

## 4. Security

a. **Because of similarity between the rehearsal and the actual operation, strict security measures must be enforced during rehearsals.** The reconnaissance for, selection of, and arrangements for the use of the areas in which rehearsal(s) are to be held must be accomplished carefully. Deception measures may be necessary to ensure the security of the rehearsal.

b. Unauthorized observation by personnel not part of the amphibious force or unauthorized communications by personnel within the amphibious force with external agencies must be prevented. The primary means of limiting unauthorized observation are restricting movements of personnel and ships, and establishing security perimeter patrols around the rehearsal area, both at sea and ashore. Special precautions must be taken to achieve communications security.

c. **The threat of reconnaissance satellites cannot be ignored.** Execution of the rehearsal may have to be timed to coincide with those time periods when satellites cannot observe the rehearsal area, which may or may not coincide with planned execution times. Adjustment to the rehearsal (e.g., selection of misleading terrain, decentralized rehearsals, subordinate rehearsals separated by time and distance, and deliberately executed deception operations) may also be used to mask the

purpose, location, and timing of the amphibious operation.

d. In order to avoid enemy detection of rehearsal activities, maximum use of

wargaming and simulation will be considered. There are many events that take place in an amphibious operation that lend themselves to simulations. Denying the enemy observation of intentions is critical.

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## CHAPTER XII

### MOVEMENT TO THE OPERATIONAL AREA

*"The seas are no longer a self contained battlefield. Today they are a medium from which warfare is conducted. The oceans of the world are the base of operations from which navies project power onto land areas and targets."*

Timothy Shea  
Project Poseidon, February 1961

#### 1. General

The movement phase commences upon departure of ships from loading points in the embarkation areas, and concludes when ships arrive at assigned stations in the operational area. **During this phase, the amphibious force is organized into movement groups, which execute movement in accordance with the movement plan on prescribed routes (with alternate routes designated for emergency use).** Movement of the force to the operational area may be interrupted by rehearsals, stops at staging areas for logistic reasons, or pauses at rendezvous points. Execution of a postponement plan due to adverse weather or other unfavorable situations may necessitate a revised movement plan.

#### 2. Echelons of the Landing Force

The echelons of the LF will include the AE, and may include the MPF, APF, AFOE, and follow-up transport ships and aircraft as described below.

a. **AE.** The AE is that element of a force comprised of tailored units and aircraft assigned to conduct the initial assault on the operational area. **The AE is normally embarked in amphibious assault ships.** The AE ships are combat loaded with troops, equipment, and supplies that typically provide at least 15 days of sustainment. Other elements included in the AE are:

- LF elements of the advance force that deploy with sufficient supplies to accomplish their mission and sustain themselves until subsequent forces arrive; and
- LF elements (including airborne and air assault forces) positioned at support bases and airfields, in and adjacent to the operational area prior to the assault, that provide initial combat capability to support the operation.

b. **MPF and APF.** MPF and APF operations that augment the LF will normally occur before the arrival of the AFOE. The MPF can provide a Marine expeditionary brigade at a permissive location in the AOR. These additional troops, supplies, and equipment can then be transported by ATF assets or other means to reinforce or augment the landing and support forces ashore.

c. **AFOE.** The AFOE is that echelon of the assault troops, vehicles, aircraft, equipment, and supplies which, although not needed to initiate the assault, are required to support and sustain the assault. **The AFOE is normally required in the operational area no later than 5 days after commencement of the assault landing.**

- The AFOE is divided into airlifted and sealifted forces and supplies. Required arrival time in theater, suitability of material for air and sea lift, and lift availability, in that order, will determine transportation mode.



*Materiel arriving from logistic sources is assembled at ports of embarkation under LF supervision.*

- The AFOE is organized for landing and embarkation, respectively, based on anticipated requirements of operations ashore. Units, personnel, and material configured in shipload and planeload lots as dictated by landing and embarkation plans are then organized into movement groups.
- Units and their equipment are marshalled at their home stations and staged at ports of embarkation (POEs) in accordance with their time-phased deployment schedules. Materiel arriving from logistic sources is assembled at POEs under LF supervision.
- **The requirement to containerize AFOE material cannot be overemphasized.** The capability of commands to containerize AFOE material will range from 30 to 70 percent, depending on the source of accompanying supplies and time-phased force requirements (additional time would allow more containerization).
- Although the CATF and CLF are responsible for planning and executing embarkation, civilian stevedores, contracted by the Military Traffic Management Command at commercial ports and by the Navy and naval installations, are used to load common-user shipping provided by the Commander in Chief, United States Transportation Command. Due to the large number of foreign nationals employed by foreign flag shippers and port facilities, it may be necessary for commanders of amphibious transport groups to augment port and/or embarked security forces to protect against sabotage of equipment, either in port or while embarked.
- Ship unloading is directed by the normal ATF-LF ship-to-shore control and support activities (primary control officer, HDC, tactical-logistical group (TACLOG), LFSP, etc.). The size and organization of these agencies will change as the operation matures. Additional cargo handling battalion and amphibious construction battalion forces are required to support the offload of merchant ships. As they become accessible, developed seaports and aerial ports are used to supplement traditional beach operations, expanding the ship-to-

shore organization accordingly. The CATF and CLF are responsible for debarkation and offload until termination of the amphibious operation. In the case of an amphibious assault, the amphibious operation would not normally be terminated until the entire AFOE is ashore. At that time, the responsibilities for offload of follow-up material may be passed to another offload organization designated by higher authority.

**d. Follow-up Ships and Aircraft.** In amphibious operations, follow-up is the landing of reinforcements and stores after the AEs and AFOEs have landed. Follow-up is carried by transport ships and aircraft not originally part of the amphibious force.

### 3. Organization for Movement

Based on the landing plan, amphibious force assets are organized for embarkation and deployment to support the amphibious operation. This organization is based on the time-phased force requirements of the amphibious force in the operational area.

**a. Transport Groups.** Those elements that directly deploy and support the landing of the LF are functionally designated as transport groups in the ATF organization.

- Amphibious transport groups provide for embarkation, movement to the landing area, landing, and logistic support of the LF. They are comprised of all the assets in which the LF is embarked, including lighterage and cargo offloading and discharge systems to be employed in ship-to-shore movement. The amphibious transport group can include ships from commercial and other sources that include the following.
  - The MSC's APF has approximately 35 strategically located ships laden with military equipment, supplies, and fuel.

This force has three separate elements: The Marine Corps' MPF, the Army's pre-positioning ships, and a collection of vessels that support the Navy, Air Force, and Defense Logistics Agency.

- MSC's surge sealift fleet consisting of 8 fast sealift ships and 11 large medium speed roll-on/roll-off (RO/RO) ships capable of moving large amounts of heavy unit equipment such as tanks, large wheeled vehicles, and helicopters.
- Other MSC-provided ships, consisting of commercial ships (both US and foreign flag) acquired for specific lift requirements.
- Two MSC operated hospital ships.
- The Ready Reserve Force consisting of commercial or former military vessels of high military utility including RO/RO, barge, container, tanker, crane, and breakbulk ships. Some of these vessels have had their military capabilities enhanced with the addition of systems such as the modular cargo delivery system and the OPDS. Some have been altered for specific missions such as aviation logistic support ships and auxiliary crane ships. The Maritime Administration maintains these vessels in a 4-, 5-, 10-, or 20-day readiness status. When activated, these ships are under the operational control of MSC.
- Ships provided by allied and friendly governments.
- Airlift is used for amphibious operations involving the fly-in echelon to join up with equipment delivered by the MSC. Aircraft assigned can be organic military or commercial, to include:
  - Aircraft under civil reserve air fleet control;

- Aircraft requisitioned by the US Government; and
- Aircraft provided by allied and friendly governments.

b. **Multiple Transport Groups.** If more than one landing area is established in the operational area, additional transport groups (one for each landing area) are formed. Transport groups are combat loaded to support the landing plan of the assigned landing area. Each amphibious transport group is assigned assault ships and lighterage required by the LF in its assigned landing area.

c. **Movement Group(s).** The ATF may be task-organized into movement groups based on POEs, and individual ship speed, mission, and required arrival time in the operational area. Using the above criteria, all Navy forces, self-deploying LF aircraft, and self-deploying Air Force units should be task-organized into separate movement groups. A movement group will include all required screen and logistic support.

d. **Pre-D-day Groups.** The advance force, when used, usually proceeds to the landing area as a single movement group. However, if there is a wide disparity of speed between various ships, or if part of the LF is required to capture nearby islands or other key terrain before the arrival of the main body of the amphibious force, **it may be necessary to organize the advance force into two or more movement groups, each with a screen.**

- The main body of the amphibious force must arrive on or before D-day and should consist of the following groups, each with a screen: one or more transport groups, one or more combat logistic groups, and one or more support battle groups.
- Under certain conditions, it may be desirable to attach all or part of the

combat logistic groups and support battle groups to the transport groups to provide support and protection from attack while en route. Protection from attack while en route may also be provided by forces not part of the amphibious force.

- Elements of the amphibious force may be phased into the operational area by echelons, instead of being brought in simultaneously. The elements arriving on D-day may consist only of the forces required to initiate the assault landing. The remaining elements may be phased in during succeeding days.

e. **Post-D-day Groups.** Movement groups of the amphibious force scheduled to arrive in the operational area after D-day will usually be assigned a screen for force protection.

f. **Follow-up.** The first follow-up elements may arrive in the operational area before unloading of the AE or AFOE ships is complete. In such cases, OPCON or TACON of these elements will normally be passed to the CATF at a designated point before their arrival in the operational area. The CATF retains OPCON or TACON of these elements until such time as the amphibious operation is terminated, the elements are detached from the amphibious force, or another offload authority has been designated.

*See JP 4-01.6, Joint Tactics, Techniques, and Procedures for Joint Logistics Over-the-Shore (JLOTS), and JP 4-01.5, Joint Tactics, Techniques, and Procedures for Transportation Terminal Operations for further information.*

## 4. Planning Responsibilities

a. **Movement Plan.** The CATF is responsible for preparing a movement plan during the planning phase. In operations involving several attack groups, the CATF usually prepares a general movement plan in

which coordinating measures are included as necessary. Subordinate force and group commanders will prepare their own detailed movement plans. **Because details of the movement depend on overall requirements of the operation, the movement plans are generally among the last to be completed during the planning phase.** Each movement plan is normally included as an annex to the appropriate operation plan or order.

**b. Coordination with Other Forces.**

Coordination measures to be taken between forces supporting the amphibious operation and the amphibious force will normally be provided in planning guidance issued by the JFC or designated commander.

**c. Postponement Plan.** Postponement may be necessary because of weather conditions, unexpected movement of major enemy forces, or failure to meet go/no-go criteria after the amphibious force has started its movement from final staging areas toward the operational area. This contingency is provided for in the postponement plan. **Usually, postponement is on a 24-hour basis, which involves backtracking or diversion of ships into a designated sea area.** A longer postponement may involve return of the force to a staging area. The postponement plan will be prepared by the CATF and is usually promulgated as part of the OPLAN. Execution of the postponement plan will normally be controlled by the JFC or designated commander, based on the recommendations of the CATF and CLF.

**d. Alternate Plans.** The alternate plan for an amphibious operation may differ from the preferred plan and necessitate separate movement or approach plans. It is seldom possible to determine far in advance the time at which an alternate plan will be placed in effect. Movement plans must therefore be flexible enough for execution of alternate plans at any point between the final staging area and the operational area.

## 5. Sea Routes to the Operational Area

**Sea routes and route points to the operational area will normally be determined by the CATF, subject to the approval by the fleet or area commander or designated representative.** Routes selected should lead from all possible ports of departure to the operational area. Alternate routes should also be provided to avoid interference between forces and to permit diversion should the threat of enemy attack or weather prevent use of primary routes. Routes and route points should be named to facilitate reference. Small-scale charts, which show sea routes and route points, are prepared and included in the operation plans and orders of appropriate ATF echelons. All sea routes should be wide enough for a movement group commander to maneuver his group without interfering with the movement of other groups.

## 6. Sea Routes in the Operational Area

**CATF determines sea routes in the operational area.** During planning, sea route selection must take into consideration the missions of various task forces, groups, units, and elements in the amphibious force, so they may proceed expeditiously to their assigned stations without interference. Sea routes to the operational area will connect with sea routes within the operational area at designated points just outside the area screen to minimize interference during the deployment and movement of forces from their cruising or approach formations to assigned stations or areas.

**a. Requirements.** Sea routes in the operational area should be selected that:

- Ensure a minimum of interference among ships and formations;

- Are clear of mines and navigational hazards to the maximum extent possible;
  - Provide sufficient dispersion to prevent concentrations that would make the amphibious force a desirable target for NBC attack; and
  - Provide for economy of screening forces.
- b. **Charts.** Large-scale charts showing the sea areas in and adjacent to the operational area must be available to assist C2 functions.

### 7. Staging Areas

Plans will be made by the CATF, in consultation with the CLF, to use staging areas while en route to the operational area. The amphibious force may stage at one or more intervening ports for logistic support, emergency repairs, or final rehearsals. **The CATF will select the staging area required and will ensure that:**

- a. Necessary service craft are available.
- b. A general logistics schedule is promulgated.
- c. Anchorages are assigned based on consideration for expediting logistics while facilitating entry and sortie of movement groups staging through the area and avoiding vulnerable concentrations.
- d. Provision is made for replacing or repairing any critical supplies or equipment expended or damaged during rehearsal.

### 8. Sea Areas

a. To minimize the possibility of interference between various elements of the amphibious force and other supporting forces, sea areas in the vicinity of the landing area will be selected by the CATF and designated by the higher commander. The sea areas will

be divided into a number of operating areas as depicted in Figure XII-1 and described below.

b. **Ocean Operating Areas.** Three kinds of ocean operating areas may be selected.

- **Close support areas** near, but not necessarily in, the landing area. These areas are assigned to support carrier battle groups, surface action groups, surface action units, and certain logistic elements.
- **Distant support areas** located in the vicinity of the landing area but at considerable distance seaward of it. These areas are assigned to distant support forces, such as striking forces, surface action groups, surface action units, and their logistic groups.
- **A distant retirement area** located to seaward of the landing area. This area is divided into a number of operating areas to which assault ships may retire and operate in the event of heavy weather or to prevent concentration of ships in the landing area.

c. **Sea Areas Within the Landing Area.** Areas in the landing area extending outward to the inner limits of the close support areas are known as the sea areas within the landing area.

- **Sea Echelon Area.** An area to seaward of a transport area from which assault ships are phased into the transport area and to which assault ships withdraw from the transport area. The use of a sea echelon area allows for dispersion as a defense against weapons of mass destruction, surface, subsurface, or air threats.
- **Transport Area.** In amphibious operations, an area assigned to a transport organization for the purpose of debarking

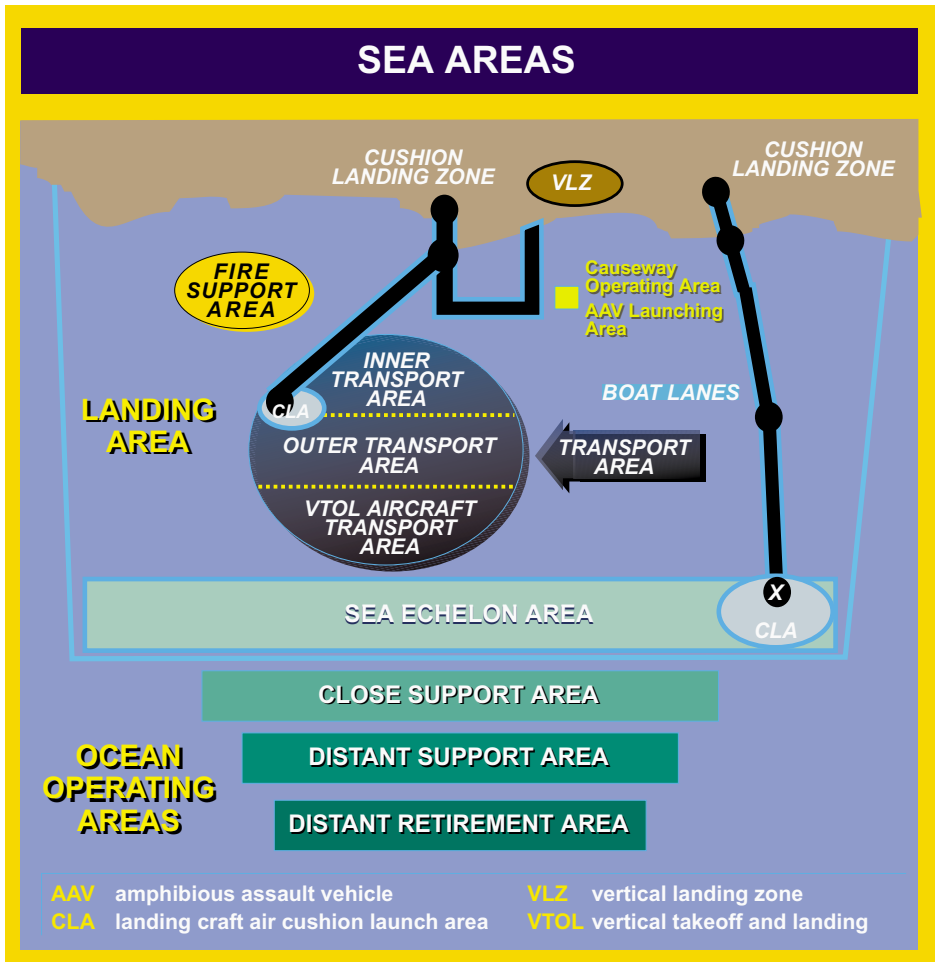


Figure XII-1. Sea Areas

troops and equipment. It consists of mineswept lanes, areas, and channels leading from a sea echelon area to the beaches. The maximum number of ships in the transport area is determined by dispersion requirements, availability of forces for MCM operations, and local hydrography and topography. Transport landing areas include:

- Helicopter/VTOL Aircraft Transport Areas are areas, preferably inside the area screen, for launching and recovering helicopters/VTOL aircraft. The area should provide ample maneuvering room

to maintain required relative winds during helicopter/VTOL operations.

- Outer Transport Areas are areas inside the screening area to which assault transports proceed initially after arrival in the objective area. It will be located over the horizon for OTH operations.

- Inner Transport Areas are areas as close to the landing beach as depth of water, navigational hazards, boat traffic, and enemy action permit. Transport ships move to the inner transport area to expedite unloading.



- **Landing Craft Air Cushion (LCAC) Launch Area (CLA).** CLAs are located in the transport area and sea echelon area. The CLA (the sea component) and cushion landing zone (CLZ) (the beach component) are connected by transit lanes.
- **Control Ship Stations.** Stations assigned to control ships for controlling the ship-to-shore movement. These stations need not be on the line of departure (LOD), and may be assigned as underway sectors to avoid a shore-based threat. Control ship stations may even be located OTH.
- **AAV Launch Area.** Areas located near and to seaward of the LOD to which landing ships proceed to launch AAVs.
- **Causeway Operation Area.** Causeway operating areas, which include causeway launching areas, are normally on the flank of boat lanes and include both a sea and beach component. These areas are used for causeway launching, placement, and anchoring.
- **FSA.** A maneuver area or exact location assigned to fire support ships from which surface fire support is delivered.

### 9. Regulating Points

a. **A regulating point is an anchorage, port, or ocean area to which AE, AFOE, and follow-up transport ships proceed on a schedule and are normally controlled by the CATF until needed in the transport area for unloading.** It also serves as a rendezvous point to which ships proceed when empty to await makeup of a convoy or movement group for movement toward bases outside the operational area.

b. The passage of designated movement groups may be interrupted by stopping at

regulating points where they wait until called forward to the landing area by the CATF. In this manner, congestion of ships in transport areas off assault beaches can be reduced. This contributes greatly to passive defense against NBC attack.

### 10. Geographic Reference Points

A complete system of geographic reference points for the operational area and surrounding ocean area should be formulated during planning. The points may be used to indicate routes (particularly where the direction of the routes changes), to depict the shape and location of the areas discussed above, and for certain locations not related to areas or routes. Reference points will be encoded and defined by exact latitude and longitude.

### 11. Security

In formulating plans for movement to the operational area, sea routes and rendezvous points must be carefully selected. Sea routes through mineable waters, or close to enemy shore installations from which the enemy can carry out air, surface, or subsurface attacks, are to be avoided if possible. To minimize probability of detection, routes will be planned to avoid known or probable areas of enemy surveillance. Flexibility must be given in allocation of transit time to permit evasive courses to be steered by movement groups if it becomes necessary to avoid surface or subsurface threats.

### 12. Protective Measures

The LF must arrive in the landing area without critical reduction of its combat power. Measures necessary for protection of the movement groups making a passage at sea include all those taken by any ATF organization operating at sea.



### 13. Electronic Warfare En Route

Subject to restrictions imposed in the initiating guidance, normally the CATF controls employment of EW within the amphibious force during movement to the operational area. This control includes communications of the embarked LF. Varying degrees of EMCON are normally imposed during the movement phase.

### 14. Intelligence En Route

a. The amphibious force, or elements thereof, may receive significant intelligence information while en route to the operational area. This is particularly true in situations where advance forces or forces external to the amphibious force, such as theater air, SOF, or carrier strike forces, conduct pre-D-day operations in the operational area or where remote sensor data is provided.

b. The intelligence center is responsible for timely dissemination of pertinent intelligence information to the CATF and CLF. ATF ships receiving such information are responsible for passing it to the embarked landing forces.

### 15. Coordination During Passage

a. In an amphibious operation, forces not a part of but supporting the amphibious force must coordinate their operations with the ATF. This coordination must be delineated in the plans of the JFC or designated commander.

b. Individual commanders must remain aware of the need for maintaining the schedule and proceeding along prescribed routes. If deviation is required, the commander of the group will determine whether to break EMCON to advise other commands of the situation. In certain situations, there may be serious consequences if friendly land or carrier-based search aircraft observe a force

in a position not indicated in the aircrew briefing. All commanders must be fully cognizant of the general scheme and area of operations of other forces.

### 16. Approach to the Operational Area

a. Approach to the operational area includes the arrival of various task groups in the vicinity of the operational area and deployment of task groups from cruising formations, reforming as necessary according to assigned tasks and proceeding to designated positions in the operational area. During this critical period, additional protective measures may be necessary. These provisions should encompass:

- Special air defense measures, including timely air strikes against enemy airfields within range of the landing area;
- Location and neutralization of enemy submarines, surface craft, minefields, and shore batteries that can interfere with the approach; and
- Selection of approach routes that avoid lengthy exposure to fire from enemy shore batteries.

b. Approach of the main body of the amphibious force is usually more complicated than the advance force, because it involves a greater number of ships and because the arrival of the main body must be carefully timed relative to H-hour. If, however, an advance force has been employed, protective measures for the main body during the approach are generally easier because the advance force may have been in the area for some time and had time to take many of the necessary protective measures. In particular, minesweep assets of the advance force will normally have swept enough of the landing area to permit the main body to approach with less risk. The same considerations apply to the approach of

the demonstration force as to the approach of the main body.

c. Proper coordination and timing is of utmost importance in the final stages of the approach of all elements of each movement group to prevent interference between elements and permit each to arrive at its assigned position at the proper time to commence its task. Careful, precise, and accurate navigation is essential. Additional complications for the main body may be

caused by the presence of an advance force already in the landing area. The advance force commander is responsible to ensure that elements of the advance force do not interfere with the approach of the main body. When the amphibious force is composed of two or more task groups, the CATF normally coordinates the approach of the various task groups, but the task group commander is responsible for the movements of each individual task group.

## CHAPTER XIII

### SUPPORTING, ADVANCE FORCE, AND PREASSAULT OPERATIONS

*“The key to successful amphibious operations in the future is the ability to launch from ‘over the horizon.’ Previously, an amphibious force relied on extensive firepower to suppress and destroy enemy defensive positions while the landing force approached the beach at a speed of only six to eight knots. Clearly the firepower possessed by even most Third World military forces would make such an amphibious assault extremely risky. For amphibious operations to succeed in the future, the amphibious force must be able to act faster than the enemy can react.”*

**Fundamentals of Force Planning  
Vol II: Defense Planning Cases**

#### 1. General

Prior to the execution of the decisive action phase of an amphibious operation, the amphibious force commanders may seek to shape their battlespace through three complementary operations. Although these operations are usually referred to in the context of an amphibious assault or raid, they may be used to shape the battlespace for a NEO or humanitarian operation. The exact manner in which these operations are conducted will depend on the type of amphibious operation. **The force and the time period in which these operations are conducted typically define the operation.** These shaping operations usually occur sequentially, but may in some instances occur simultaneously. These operations are, in order of occurrence, supporting amphibious, advance force, and preassault operations.

a. **Supporting amphibious operations** are conducted by forces other than the amphibious force in support of the amphibious operation; are ordered by a higher authority, normally based on a request from the amphibious force commanders; and may set the conditions for the advance force to move into the operational area.

b. **Advance force operations** are conducted in the operational area by a task-organized element of the amphibious force, prior to the arrival of the amphibious force in the operational area.

c. **Preassault operations** are conducted by the amphibious force upon its arrival in the operational area and prior to the time of the assault or decisive action, normally delineated by H- and L-hour

*See also Chapter IV, “Approach to Planning and Primary Decisions.”*

#### 2. Supporting Amphibious Operations

**Supporting operations conducted by forces other than the amphibious force may establish the prerequisites for an amphibious operation (e.g., establishment of air and maritime superiority).** Supporting operations are ordered by the JFC or a designated commander and are to a large degree based on requests for certain actions from the amphibious commanders. These operations are normally conducted by naval, air, and special operations forces prior to the arrival of the advance force; however, they may occur at any time before or after H-hour.

a. Supporting maritime operations may include establishing maritime superiority, the initiation of MCM operations, deception, and hydrographic survey of potential landing beaches. Meteorological and oceanographic (METOC) data, including tailored imagery, may be obtained directly from the Naval Oceanographic Office or via a joint or Service METOC forecast activity in support of naval forces.

b. Supporting air operations, either sea- or land-based, may include establishing air superiority, reconnaissance, and the attack of land targets that may impact on the amphibious operation.

c. Supporting SOF operations may include but is not limited to psychological operations, surveillance, reconnaissance, and the attack of strategic or operational targets in the operational area.

*See JP 3-05, Joint Doctrine for Special Operations, for more information.*

### 3. Advance Force Operations

a. The advance force conducts operations within the amphibious force operational area established by the order initiating the amphibious operation. However, based on the limited capabilities of the advance force, this operational area may not be activated until the arrival of the amphibious force. The advance force may be assigned a smaller operational area (AOA or AO) if it has sufficient assets to control it or an operational area may not be established. Advance forces are task-organized to perform tasks that may include, but are not limited to:

- MCM operations with emphasis on the clearance of mines in the transport areas, FSAs, and sea approaches to the landing beaches;

- Hydrographic reconnaissance of the landing beaches and seaward approaches;
- Reconnaissance and surveillance of amphibious force objectives, landing beaches, LZs, DZs, and high speed avenues of approach into the landing area; and
- Neutralization or destruction of adversary high value assets.

b. **Decision to Employ an Advance Force.** The JFC or other higher authority may restrict or deny the use of an advance force based on the political and/or military situation. **If advance force operations are authorized, the decision to employ an advance force is made after weighing the advantages of operational and tactical surprise and the requirements for preparation of the landing area.** Knowledge of the operational area, the indigenous population, extent of adversary fixed defenses, air defenses, mines and obstacles, must be evaluated.

c. **Planning Advance Force Operations.** **Planning the advance force operation will normally be conducted in a manner similar to planning the amphibious operation.** The command relationships between commanders within the advance force must be specified in the order initiating the advance force operation. Specific planning responsibilities are as follows.

- The CATF designates the amphibious task group (ATG) commander for the advance force, provides forces, and ensures that the requisite command and information systems are available to conduct the operation.
- The CLF designates the advance force landing or reconnaissance group commander and provides to that

commander the requisite staff and forces to accomplish assigned tasks.

- A landing group commander will be used when offensive landings or strikes are conducted by landing force units of the advance force.

- A reconnaissance group commander will be used when the mission of landing force units of the advance force is to conduct only reconnaissance and surveillance.

d. The decision on establishment of an advance force operational area must be made after considering the advance force's mission, forces, ability to control an assigned area, and the threat.

e. Depending on the scope of the supporting operations taking place in the vicinity of the operational area, command relationships between the advance force and other forces in the area and coordination measures must be established to ensure deconfliction and unity of effort.

f. SOF employed during advance force operations may be OPCON or TACON, or in support of the CATF and CLF and the ATG commander or landing and/or reconnaissance group commander depending on the location and nature of the mission.

g. Upon arrival of the amphibious force in the operational area, the advance force is usually disestablished and forces revert to control of CATF and CLF or other designated commanders. Certain tasks may dictate that the OPCON or TACON of SOF or reconnaissance teams remains with the advance force to minimize disruptions prior to the decisive action. The most important consideration is to maintain as intact the SOF

chain of command so that the gaining commander can have available appropriate levels of SOF C2 for the assigned or attached SOF forces.

### 4. Preassault Operations

a. Final preparations of the landing area are usually under the control of the CATF and CLF. These preparations are usually of a more overt nature and may include the following.

- Demolition of visible obstacles, clearance of required mines, breaching of any remaining seaward minefields and barriers to the beach, overt marking of usable channels, direct action missions, TA and spotting for NSFS, and initial terminal guidance for designated assault landings.
- Air operations in accordance with air support plans, including EW, and preplanned air strikes against adversary installations en route to and in the vicinity of beaches, DZs, LZs, and targets of opportunity.
- NSFS in accordance with the NSFS plan, including destruction or neutralization of adversary installations that might interfere with the approach and final deployment of the amphibious force or otherwise interfere with the operation.
- Artillery support on landing areas in accordance with artillery fire support plans if artillery has been put in place during preassault operations.

b. With the completion of preassault operations, the amphibious force will conduct surface and/or vertical assaults into the landing area to accomplish the decisive action.

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## CHAPTER XIV

### SHIP-TO-SHORE MOVEMENT PLANNING

*"It was to be a brutal day. At first light on 15 June 1944, the Navy fire support ships of the task force lying off Saipan Island increased their previous days' preparatory fires involving all caliber of weapons. At 0542, Vice Admiral Richmond K. Turner ordered, "Land the landing force." Around 0700, the landing ships, tank (LSTs) moved to within approximately 1,250 yards behind the line of departure. Troops in the LSTs began debarking from them in landing vehicles, tracked (LVTs). Control vessels containing Navy and Marine personnel with their radio gear took their positions displaying flags indicating which beach approaches they controlled."*

**John C. Chapin:**  
***Breaching the Marianas: The Battle for Saipan***

#### 1. General

a. The plan for ship-to-shore movement is developed by the CATF and CLF to ensure that troops, equipment, and supplies are landed at the prescribed times, places, and in the formation required by the LF scheme of maneuver.

b. Organizations and agencies may be established to support the ship-to-shore movement plan. These organizations and agencies (i.e., terminal service battalion, amphibious construction battalion, or cargo

handling and port group units) may be required to support the offload of merchant ships. As developed seaports and airports become available, they are used to supplement traditional beach operations and the ship-to-shore organization is revised accordingly. Unloading operations are divided into two periods.

- **The initial landing and unloading period** is tactical and must provide rapid build-up of combat forces ashore and quick response to LF requirements ashore.



*The size and organization of ship-to-shore control agencies will change as the operation matures.*

## THE INVASION OF NORMANDY

The invasion of Normandy was without question the most important battle fought in western Europe in the second world war. The Allies' success in landing their troops and securing a beachhead on June 6, 1944, doomed Hitler. The landings at Anzio only a few months earlier had shown that success was by no means certain. Amphibious landings were inevitably extremely risky operations. Years of careful planning — and a certain amount of luck at the last moment — led to the Allied victory in Normandy.

Allied strategists meeting in Washington in May 1943 set the date for the cross channel invasion of France as May 1, 1944. Due to a shortage of landing craft, however, the invasion date would be postponed from May to June 1944. Planning for the invasion had been going on since 1942. The raid at Dieppe had provided an early and disastrous dress rehearsal. The fighting in North Africa, Sicily, and Italy had taught the Allies valuable lessons. If there was one lesson above all that the Allies had been forced to learn, it was not to underestimate the abilities of their enemy.

The Allies had decided in July 1943 that the Cotentin peninsula of Normandy offered the best location for the invasion. The Germans, who had 3000 miles of coastline to defend, did not know where the invasion would come. They put up their heaviest defenses in the Calais region of the French coast. Nazi leaders disagreed on the most likely site for the invasion and on the strategy for employment of their forces. This lack of unity in the German command would prove a great weakness to them.

In England the troops who would land on D-day went through endless rehearsals for the invasion. For veterans of combat in North Africa, Sicily, and Italy, the training seemed like a waste of time. Those who had never seen combat tried to imagine what the real thing would be like. In late May 1944, the rehearsals came to an end. Soldiers were confined to their quarters, then shipped to “concentration areas” near ports and airfields from which they would depart. For security reasons they were not told their ultimate destination. When they were safely at sea they would finally be told they were headed to Normandy.

By the end of the day of June 5, 1944, over 2500 ships carrying the Allied invasion force were heading toward the Normandy coast. More than 1000 planes and gliders were being readied to carry the airborne troops into battle. Every man who boarded a ship or plane for Europe was given a letter from Eisenhower with his order of the day.

*“You are about to embark on a great crusade, toward which we have striven these many months. . . . The tide has turned. The free men of the world are marching together to victory. . . .”*

**SOURCE:** *World War II — America at War*, Maurice Isserman, 1991

- **The general unloading period**, if required, is primarily logistic-oriented and emphasizes rapid completion of the unloading of required personnel and materiel.



c. Amphibious operations involve complex inter-relationships between the LFs, ATF, and other assigned and supporting forces, especially during the action phase. Planning is a synergistic effort which must ensure that both ATF's, LF's, and other forces' considerations are adequately addressed. **The CATF is responsible for preparation and coordination of the ship-to-shore movement plan.** The CATF and CLF are coequal during the planning phase. Differences that cannot be resolved will be referred to the common superior. The CATF is responsible for the ship-to-shore movement, but will coordinate with the CLF for changing situations that affect the amphibious operation as revealed by intelligence sources or landing forces ashore.

*Basic CATF, CLF, and/or supported commander planning decisions are contained in Chapter IV, "Approach to Planning and Primary Decisions."*

d. The landing plan will be designed to support the ashore concept of operations, keeping in mind the inherent capabilities and operational characteristics of available amphibious ships and landing craft. The plan will also provide maximum flexibility to respond to unexpected changes in the tactical situation.

*See JP 3-02.1, Joint Doctrine for Landing Force Operations, and NWP 3-02.2 (series), Ship-to-Shore Movement, for additional guidance.*

## 2. Relationship to Other Planning

Detailed planning for the ship-to-shore movement can begin only after the LF scheme of maneuver ashore is determined. The landing and fire support plans must be carefully integrated. The landing plan should provide for requisite logistic support of all

forces. Maximum attention will be given to preserving OPSEC during planning.

## 3. Responsibilities for Ship-to-Shore Movement Planning

a. The CATF, in close coordination with the CLF, is responsible for the preparation of the overall ship-to-shore movement and landing plan. Included in the planning is the selection of necessary approach and retirement lanes, check points, rendezvous areas, and aids to navigation to facilitate movement of air-landed troops. Where appropriate, other force commanders participate in this process. **The CATF is responsible for debarkation until termination of the amphibious operation,** at which time the responsibilities for offload of follow-up ships and LOTS operations may be passed to another organization designated by higher authority. In the case of an amphibious assault, the operation will normally be terminated only after the entire AFOE is ashore. See Figure XIV-1 for the ship-to-shore movement planning sequence.

b. Commanders of other forces assigned to the amphibious force (including those assigned for movement to the operational area for tasks not part of the amphibious operation) are responsible for determining and presenting their requirements to the CATF.

c. The landing plan is prepared after the final allocation of means has been made. It represents the integrated sum of detailed plans for waterborne and airborne ship-to-shore movement prepared by corresponding ATF and LF echelons at all levels. This plan should maximize range and speed capabilities of surface assault craft and VTOL aircraft that allow a coordinated assault over a wide range of potential landing zones. A flexible landing plan enables CATF and CLF to gain and retain tactical initiative, enhances operational flexibility, takes advantage of enemy force dispositions and weaknesses, and employs the

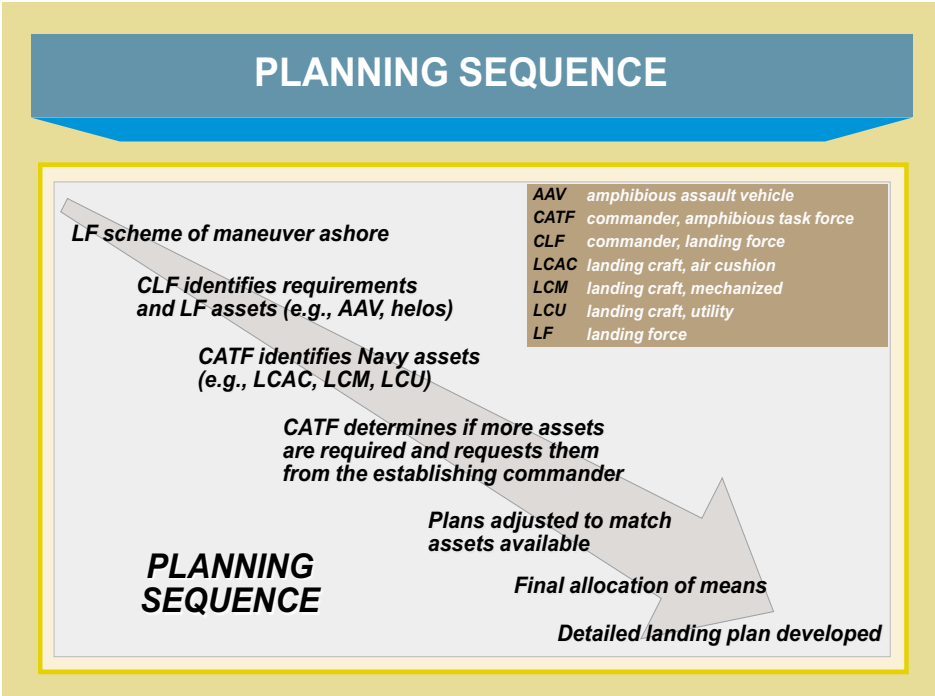


Figure XIV-1. Planning Sequence

element of surprise to the maximum extent. The landing plan is composed of certain specific documents that present, in detail, the numbers of land craft, helicopters, and surface craft available for use and the exact personnel and equipment that will be loaded on each, along with embarkation and landing times. These documents should be incorporated in annexes to operation and administrative plans and orders (Figure XIV-2).

d. Hydrographic conditions.

For more information, see JP 3-02.1, *Joint Doctrine for Landing Force Operations*.

#### 4. Ship-to-Shore Movement Planning Considerations

Principal factors that influence planning are as follows.

a. Basic requirements for providing maximum support for accomplishment of initial tactical objectives ashore, including maintaining tactical integrity of the LF, and achieving the required degree of concentration or dispersion.

b. Required degree of dispersion of assault shipping, to include contemplated employment of a sea echelon plan.

*See JP 3-02.1, Joint Doctrine for Landing Force Operations.*

c. Air and surface craft availability.

d. Threat to and protection available to the amphibious force.

e. Need to maintain sufficient flexibility to exploit weaknesses in enemy defenses.

## LANDING PLAN DOCUMENTS

### COMMANDER, AMPHIBIOUS TASK FORCE RESPONSIBILITY

- ✓ Naval Landing Plan
- ✓ Landing Craft Availability Table
- ✓ Landing Craft Employment Plan
- ✓ Debarkation Schedule
- ✓ Ship's Diagram
- ✓ Pontoon Causeway Plan
- ✓ Unloading Plan
- ✓ Approach Schedule
- ✓ Assault Wave Diagram
- ✓ Landing Area Diagram
- ✓ Transport Area Diagram
- ✓ Beach Approach Diagram
- ✓ Sea Echelon Area
- ✓ Landing Control Plan
- ✓ Medical Regulating Plan
- ✓ Amphibious Assault Bulk Fuel System and Offshore Petroleum Discharge System Plan

### COMMANDER, LANDING FORCE RESPONSIBILITY

- ✓ Landing Force Landing Plan
- ✓ Amphibious Vehicle Availability Table
- ✓ Landing Craft and Amphibious Vehicle Assignment Table
- ✓ Landing Diagram
- ✓ Landing Force Serial Assignment Table
- ✓ Landing Priority Table
- ✓ Landing Force Sequence Table
- ✓ Assault Schedule
- ✓ Amphibious Vehicle Employment Plan
- ✓ Helicopter Availability Table
- ✓ Heliteam Wave and Serial Assignment Table
- ✓ Helicopter Enplaning Schedule
- ✓ Helicopter Landing Diagram
- ✓ Helicopter Employment and Assault Landing Table
- ✓ Ground Combat Element Landing Plan
- ✓ Consolidated Landing and Approach Plan
- ✓ Aviation Combat Element and Landing Force Aviation Landing Plan

**Figure XIV-2. Landing Plan Documents**

f. Availability and planned utilization of supporting arms.

g. Need for speed and positive centralized control.

h. MCM and obstacle reduction requirements.

i. Go/no-go criteria.

j. Hydrographic conditions

## 5. Over-the-Horizon Amphibious Operations

a. **General.** An OTH amphibious operation is an amphibious operation initiated from beyond visual and radar range of the enemy shore. **It is based on the premise that OTH assault platforms will be available to the**



*OTH operations should achieve operational surprise through creation of multiple threats.*

**commander as well as the requisite communications architecture to control these assets.** The goal of OTH operations is to achieve operational surprise through creation of multiple threats, and ultimately to shatter an enemy's cohesion through a series of rapid, violent, and unexpected actions that create a turbulent and rapidly deteriorating situation with which an adversary cannot cope. See Figure XIV-3 for advantages and disadvantages inherent to an OTH operation.

b. **Scope.** An OTH operation is a tactical option to hide intentions and capabilities and to exploit the element of tactical surprise to achieve amphibious force objectives. It provides greater protection to the amphibious force from near-shore threats, and provides escort ships a greater opportunity to detect, classify, track, and engage incoming hostile aircraft and coastal defense missiles while expanding the shoreline the enemy must be prepared to defend. Conversely, the expanded OTH battlespace increases ship-to-shore transit distance and time, complicates C2, and may strain logistic sustainment of the LF. **Conceptually, the operation will still be viewed as a single integrated evolution rather than as two or three parallel operations** (e.g., airborne assault,

conventional surface assault, LCAC assault). As the situation ashore develops, the CATF and CLF adjust the ship-to-shore maneuver to reinforce successes, and may change penetration points, VLZs, and CLZs to keep enemy forces off balance. To increase combat power, ease the logistic strain for forces ashore, and support follow-on forces, the designated commander may shift all or part of the amphibious force to near-shore operations, based on the threat to forces afloat, CLF requirements, and the situation ashore.

c. **Planning Considerations.** While OTH techniques are applicable to any type of amphibious operation, special considerations are required. Command and control inter-relationships are even more critical in OTH amphibious operations. **An OTH operation requires that the landing plan be fluid, containing alternate landing sites that may even be selected while landing craft are in transit.** Operational requirements for planning an OTH amphibious operation include the following.

- **Developing and maintaining an accurate and timely tactical picture of the operational area.** The need for

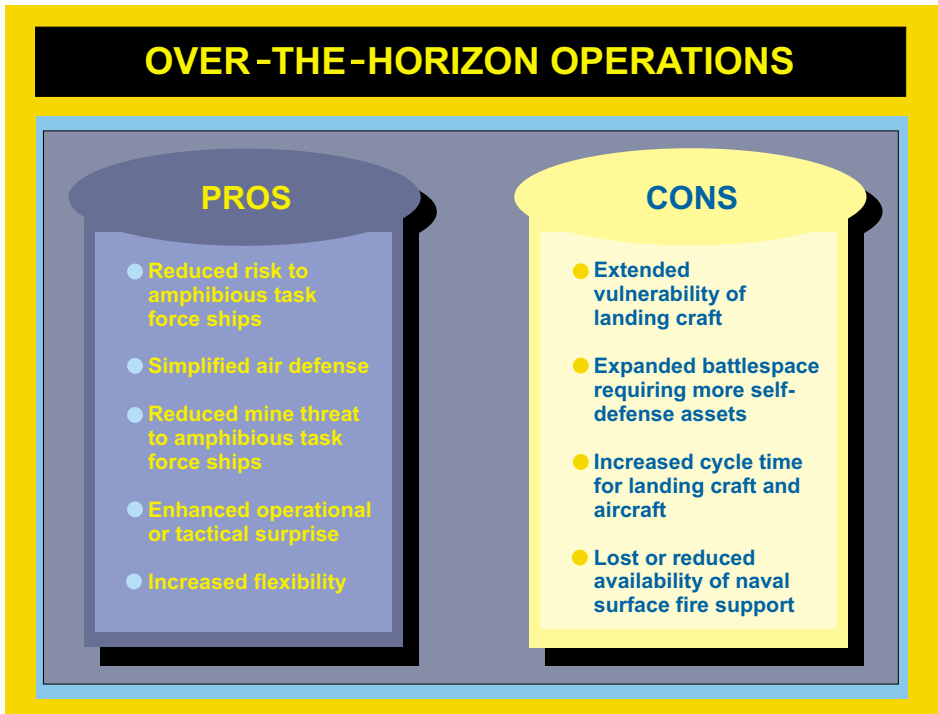


Figure XIV-3. Over-the-Horizon Operations

timely intelligence data is increased for OTH operations because the number of possible landing sites is increased. The seaward tactical picture, as it pertains to the presence or absence of enemy naval forces between the ATF and shore, plays a significant role in the selection of possible landing sites and therefore affects the scheme of maneuver. Using OTH tactics requires consolidation of the tactical picture of land and water to provide the CATF and CLF with a consolidated base from which to plan and make tactical decisions. Interoperable C2 systems for maintaining situational awareness and a common tactical picture for the CATF and CLF are absolutely essential in OTH operations.

- **Surveillance and reconnaissance of the operational area with emphasis on possible landing sites.** Positioning the amphibious force OTH allows the landing site location to remain flexible.

Landing sites may be chosen just before launching the first wave, which requires timely surveillance and hydrographic reconnaissance and accurate intelligence of landing sites.

- **Real-time intelligence, reliable communications, and accurate navigation.** OTH operations planning is more complex than traditional amphibious planning because of the increased distances between launch platforms, landing beaches, supporting fires, and control platforms. This in turn requires greater coordination and communications capability. Flexibility must be maintained throughout the operation since VLZs and CLZs may be widely separated. The vertical assault may land forces inland where they will be able to threaten key enemy positions, facilities, and LOCs. The surface assault points of entry are sites along the coastline where the hydrography, terrain,

and enemy situation allow the LF to rapidly move ashore and thrust inland.

- **Naval surface fire support may be a requirement for successful prosecution of an amphibious assault.** However, since one underlying reason for an OTH assault is the strength of coastal defenses, the primary mission of NSFS may shift from destroying enemy forces at a defended landing beach to isolating the landing area(s). Preassault fire support in the vicinity of landing sites may also be restricted, especially prior to D-day and H-hour, to preserve tactical surprise. NSFS ships may initially be OTH with the ATF, closing the beach along with the initial waves of landing craft. Although ships can use land attack missiles for OTH fire support, their quantities are limited to fully supporting an amphibious assault at OTH distances. Consequently, missions normally conducted by NSFS will initially rest with aviation assets.

d. **Seabasing.** Seabasing may occur for a portion of all OTH amphibious operations. Seabasing is a conceptual technique of basing certain LF support functions aboard ship, thereby minimizing the footprint ashore of selected landing force support. Seabasing

increases the maneuver options for elements ashore by reducing the need to protect elements such as C2 and logistic supplies. The duration of seabasing depends on the tactical situation and the size and intensity of the operation.

## 6. Navigational Aids

Because of the exact timing required during movement to the landing area and the necessity for exact positioning of elements in the landing area, accurate and precise navigation is mandatory. Special navigational aids are frequently necessary to supplement normal aids. Examples of such aids are:

- a. Global Positioning System equipment.
- b. Radar reflector buoys to mark swept channels, limits of minefields, and hazards to navigation.
- c. Beacons or lights on shore to mark exact points of land or to mark channels (usually placed after the assault, but may be placed beforehand by SEALs, reconnaissance, or other SOF units).
- d. Corrected charts, hydrographic surveys, and national intelligence reports.

## CHAPTER XV

### ACTION

*"The capture of Seoul in 1950 was a classic example of an Operational Maneuver from the Sea. It was a completely focused operation, unified under a single commander, that flowed coherently from San Diego, Sasebo, and Pusan, through an amphibious power projection at Inchon, to key objectives well inland.*

*The Seoul operation was focused on a critical North Korean vulnerability, the lines of support (and withdrawal) through the Han River Valley at Seoul. It maintained that focus and with it an unmatched tempo of aggressive action. As a result, it was crushingly successful, leading to the destruction of the North Korean Army and the liberation of South Korea.*

*If the operation had lost its focus, however, and been planned and executed as merely an amphibious lodgment at Inchon, it would have generated only an operationally insignificant tactical 'victory.'"*

**Naval Expeditionary Logistics:  
Enabling Operational Maneuver From The Sea, 1999**

#### 1. General

In an amphibious operation, the action phase is the period of time between the arrival of the landing forces of the amphibious force in the operational area and the accomplishment of their mission.

#### 2. Organization and Command Relationships

Organization of forces, responsibilities for accomplishment of tasks, and command relationships during the action phase of all types of amphibious operations are essentially the same. Variations in responsibility and authority as required by the individual situation will be specified in the initiating guidance.

a. **Organization for the action phase of an amphibious operation is based on the parallel organization of the ATF, LF, and other designated forces.** LF organization for landing is the specific tactical grouping of forces for accomplishment of the assigned mission.

Tactical integrity of landing elements is maintained insofar as practicable during ship-to-shore movement. The ATF and LF organizations should parallel one another to facilitate execution of the landing plan and the LF scheme of maneuver ashore.

b. The organization of ATF forces for the action phase is as follows.

- ATF forces afloat provide the transport groups for the vertical and surface ship-to-shore movement and also provide the necessary landing craft and AAV control organization.
- For the surface movement, the landing force may be landed from ships by landing craft, AAVs, small boats, or aviation assets organic to the landing force (e.g., combat rubber raiding craft).
- The amphibious shipping, landing craft, AAVs, and organic aviation are organized to correspond to the tactical organization of troops to ensure control and



maneuverability. This organization includes boat waves, boat groups, and boat flotillas.

- A boat wave consists of the landing craft or AAVs within a boat group that carries the troops, equipment, or cargo that are to be landed simultaneously.

- The boat group is the basic organization of landing craft. One boat group is organized for each surface landing force element to be landed as scheduled waves at a designated beach.

- The boat flotilla is an organization of two or more boat groups.

- Although LCACs are landing craft, their employment differs slightly from displacement landing craft. Under normal circumstances, LCACs proceed to and from the beach in formations of two or more craft. Timing of LCAC operations will be coordinated with VTOL aircraft and AAV elements to support the landing plan. Operations conducted from 25 nautical miles (nms) offshore or more are usually considered OTH. Limited operations using one or more LCAC groups may be conducted from as far as 100 nms offshore. However, this distance approaches the maximum capability of the craft and requires careful planning.

### 3. Control

a. **The CATF is responsible for overall control of both surface and air ship-to-shore movement.** Initially, ship-to-shore movement, both on the surface and through the air, is centrally controlled to permit coordination of support for LF elements. Later, as circumstances permit, control of surface movement is decentralized for efficient and rapid execution. However,



*Amphibious operations planning must take into account the limitations of landing craft.*

VTOL aircraft movement remains under centralized control.

b. Control and coordination measures necessary for employment of airborne elements of the LF will be established by the CATF in conjunction with the CLF and other concerned commanders specified in the order initiating the amphibious operation and establishing directive, if appropriate. The CATF is also responsible for coordinating and controlling the movements of any airborne forces to and within the operational area with appropriate agencies.

#### c. Control Organizations

- Control of waves of surface landing craft and amphibious vehicles from the transport and landing ship areas to the



beaches is exercised through a Navy control group. Organization of the control group is based on the arrangement and number of beaches on which the LF is to land.

*See NWP 3-02.2, Ship-to-Shore Movement, for detailed discussion of the organization and functions of the Navy control group.*

- VTOL aircraft units employed in the ship-to-shore movement are subordinate elements of the LF. These units execute the ship-to-shore movement in accordance with the landing plan. Plans include provisions for shifting control of VTOL aircraft operations to the CLF when the situation ashore permits. **During the ship-to-shore movement, the CATF coordinates and controls air operations through the Navy TACC (afloat).** Within the TACC (afloat), coordination of VTOL aircraft operations is accomplished by the helicopter/VTOL aircraft coordination section. Control of VTOL aircraft ship-to-shore movement is further delegated to the HDC, which is the primary direct control agency for the helicopter/VTOL aircraft transport unit. Once established ashore, the CLF coordinates and controls air operations through the Marine TACC (ashore).

*See JP 3-02.1, Joint Doctrine for Landing Force Operations, and NWP 3-02.2 (series), Ship-to-Shore Movement, for further detailed discussion of the organization and control of the VTOL assault.*

- **Tactical-Logistical Group.** The TACLOG is a temporary agency, composed of landing force personnel, that advises the Navy control organization of landing force requirements during ship-to-shore

movement. TACLOGs assist the Navy control organization in expediting the landing of personnel, equipment, and supplies in accordance with the landing force landing plan. TACLOGs also serve as the primary source of information to the CLF regarding the status of landing force units during ship-to-shore movement. The TACLOG provides the link between the LFSP and advises the landing force operations center and the Navy control organizations on the status of the offload.

#### 4. Final Preparations for the Ship-to-Shore Movement

Upon completion of any pre-execution operations as described in Chapter XIII, “Supporting, Advance Force, and Preassault Operations,” the ATF starts the final approach to assigned positions for the landings. Ships prepare for the debarkation of the embarked troops, equipment, and supplies in accordance with previously prepared plans. The commencement of debarkation and the timing of the ship-to-shore movement depend on the designated H-hour. All elements must be prepared to modify plans on short notice to conform to changes in H-hour.

#### 5. Subsidiary Landings

In an amphibious operation, **a subsidiary landing is a landing, normally conducted by elements of the amphibious force, usually made outside the designated landing area to support the main landing.** An amphibious operation may require one or more subsidiary landings conducted before, during, or after the main landing. If made before, the effect on the main landing must be considered in terms of possible loss of surprise. Subsidiary landings must be planned and executed by commanders with the same precision as the main landing. Division of forces to conduct subsidiary landings is

justified only when such employment will be of greater value than commitment to the main landing. Forces employed in subsidiary landings that precede the main landing may be re-embarked and employed as a tactical reserve supporting the main landing. Subsidiary landings may be executed to accomplish one or more of the following specific purposes.

a. Seize specific areas to be used in support of the main landing; i.e., seizing islands or mainland areas adjacent to the main landing area for use as:

- Artillery, missile, and rocket firing positions;
- Airfields or vertical and short takeoff and landing aircraft-capable locations;
- Protected anchorage, temporary advanced naval bases, or logistics and CSS sites from which the main landing can be supported; and
- Air warning and control system sites.

b. Seize an area to deny its use to the enemy in opposing the main landing.

c. Divert enemy attention and forces from the main landing or fix enemy defensive forces in place as part of a deception operation.

### 6. MPF and APF Operations

MPF and APF operations can be used to augment or reinforce the amphibious forces. MPF and APF forces, equipment, and supplies may arrive to support the CLF prior to arrival of the AFOE and follow-up ships. Doctrine and procedures concerning the transition from amphibious operations to joint logistics over-the-shore operations across the full range of military operations shall be accomplished in accordance with JP 4-01.6, *Joint Tactics,*

*Techniques, and Procedures for Joint Logistics Over-the-Shore (JLOTS)*, Fleet Marine Force Manual 1-5, *Maritime Pre-positioning Force Operations (to be revised as MCWP 3-32)*, naval warfare publications, OH 1-5-1, *TRIMEF (Maritime Pre-positioning Force (MPF) Standard Operating Procedures)*, and HS Army Publication, FM 55-550 (*Marine Terminal Operations*).

### 7. Follow-up Transport Ships and Aircraft

Follow-up ships and aircraft carry reinforcements and stores for use after landing of the AE and AFOE. The CATF will assume control of follow-up ships and aircraft upon arrival in the operational area.

### 8. Assault

a. **Scope.** The amphibious assault is the principal type of amphibious operation that involves establishing a force on a hostile or potentially hostile shore.

b. **Action.** The assault begins on order, after sufficient elements of the main body of the amphibious force that are capable of beginning the ship-to-shore movement arrive in the operational area. For an assault, the action phase ends when conditions specified in the initiating guidance are met, as recommended by the CATF and CLF and approved by the JFC or designated commander.

c. **Sequence.** The assault is the most difficult type of amphibious operation and one of the most difficult of all military operations. Many of the principles and procedures of the assault apply to other types of amphibious operations. The normal sequence during the action phase of the operation is depicted in Figure XV-1.

## ASSAULT SEQUENCE

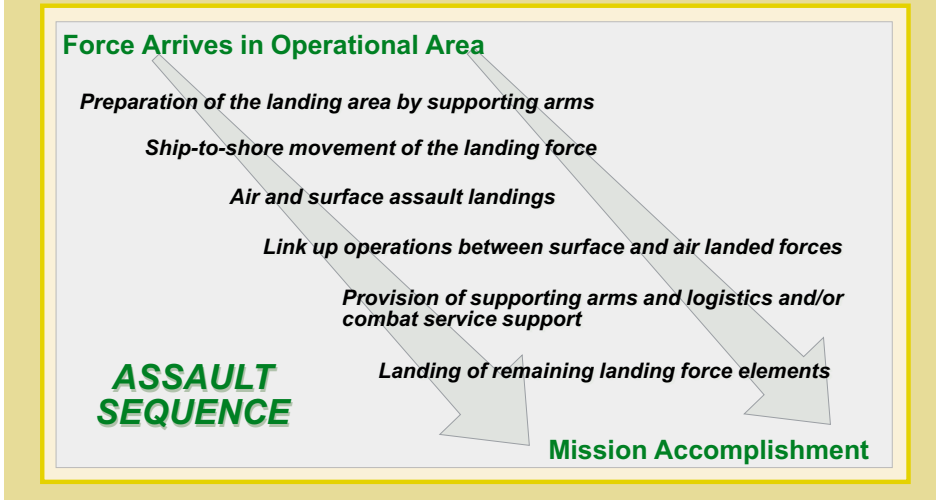


Figure XV-1. Assault Sequence

*Detailed information concerning the assault as well as operations under unusual conditions (limited visibility and cold weather) is contained in JP 3-02.1, Joint Doctrine for Landing Force Operations.*

## 9. Amphibious Withdrawals

a. **Scope.** Amphibious withdrawals are operations conducted to extract forces by sea in ships or craft from a hostile or potentially hostile shore. They may be conducted under enemy pressure, under operational urgency to obtain forces needed elsewhere, or to remove forces whose mission is completed. Withdrawal begins with establishment of defensive measures in the embarkation area and ends when all elements of the force have been extracted and embarked on designated shipping.

b. **Characteristics.** While sharing many traits of the amphibious assault, the amphibious withdrawal embraces the following distinguishing characteristics.

- Except in the case of withdrawals associated with amphibious raids, planning processes will usually be abbreviated.
- Time available to execute will be limited when enemy action against the LF being withdrawn is substantial or when the requirement for forces elsewhere is urgent.
- Facilities and equipment for embarkation, available fire support means, and means for C2 of the withdrawal may be limited.
- The operation may be conducted under adverse weather conditions or unfavorable terrain or hydrographic features.
- The force to be withdrawn may not have been inserted by an amphibious operation and units may be unfamiliar with amphibious procedures, thus significantly complicating the operation.

c. **Execution.** The amphibious withdrawal will be executed in accordance with the following general sequence of steps.

- Establish defense of the embarkation area by air, naval, and ground covering forces while organizing and embarking LF personnel, supplies, and equipment not required for support of operations ashore. It is important to maintain local air and maritime superiority to ensure the success of the withdrawal.
- Progressively reduce troop strength and quantity of material and equipment ashore under protection of air, naval, and ground covering forces. Depending on limitations in afloat cargo capacity and loading time, all usable military material is either evacuated or destroyed. During this phase, specific provisions are made for the evacuation of casualties.
- Withdraw the ground covering force. Consideration must be given to difficulty of embarking heavy elements such as artillery and armor.

d. **Supporting Arms.** As in the amphibious assault, defense of an embarkation area on a hostile or potentially hostile shore requires closely coordinated employment of all available supporting arms. Procedures used in the coordination are essentially the same in both cases. The primary difference is that in the assault, supporting arms and control facilities are progressively built up ashore, whereas in a withdrawal, supporting arms and control facilities are progressively decreased ashore until all functions are performed afloat.

### e. Embarkation Procedures

- If embarkation is preparatory to immediate reemployment of the force, planning for embarkation of forces is conducted in accordance with normal planning procedures, as set forth in

Chapter X, “Embarkation,” and JP 3-02.2, *Joint Doctrine for Amphibious Embarkation*. Combat loading will be employed in preparation for a subsequent amphibious operation. Embarkation for movement to base areas will normally employ administrative loading.

- Initial size of the embarkation area depends on several factors, such as:
  - Terrain essential for defense in the event that the embarkation is conducted under enemy pressure;
  - Number of personnel and amount of equipment and supplies to be embarked;
  - Artillery, NSFS, and air support available for defense;
  - Nature and extent of usable beaches; and
  - Time available for the embarkation.

## 10. Amphibious Demonstrations

a. **Scope.** The amphibious demonstration is intended to confuse the enemy as to time, place, or strength of the main operation. Amphibious demonstrations may be conducted in conjunction with other deception operations in order to delude or confuse the enemy. In the operational area, an amphibious demonstration may be conducted in or near the landing area in conjunction with an amphibious assault. In still other cases, a demonstration may be conducted outside the operational area by forces not attached to the main amphibious effort to divert or immobilize enemy strategic reserve forces that could threaten the amphibious assault. Likewise, the demonstration could be used to divert enemy attention from other operations.

b. **General.** Effectiveness of a demonstration increases in direct proportion

to the degree of realism involved in its execution. **It is crucial that the enemy receive a convincing impression of preparations for a landing.** All visible, audible, and electronic aspects of the demonstration must appear to be authentic. A demonstration normally includes the approach of forces to the demonstration area, at least a part of the ship-to-shore movement, and employment of supporting fires. A brief but intense preliminary bombardment will usually be more effective than deliberate harassing fire over longer periods of time. A communications deception plan will be used. SOF and tactical deception units may be employed.

**c. Demonstrations Within the Operational Area.** An amphibious demonstration may be conducted by a portion of the force within the operational area when it is intended to influence enemy action within that area. The intended purpose may be to cause the enemy to employ its reserves improperly, to disclose weapon positions by inducing premature firing, to distract attention, to place an early burden on C4 systems, to precipitate a general air or naval engagement, or to harass. The decision to conduct such a demonstration is made during the planning phase, in consultation with supporting commanders as appropriate.

**d. Demonstrations Outside the Operational Area.** An amphibious demonstration may be conducted outside the operational area to divert or immobilize enemy strategic reserves or other forces capable of affecting the amphibious operation, to distract hostile attention from such an operation, or to precipitate a general air or naval engagement. Such a demonstration may be executed as a supporting operation by a separate amphibious force. The time and place of the demonstration is decided by the JFC or higher authority based on the recommendations by the CATF and CLF.

**e. Demonstrations in Support of Other Operations.** An amphibious demonstration may be conducted with the intent of supporting other operations in the theater or designated operational area. A demonstration conducted before, during, or after commencement of another operation may distract the attention of enemy commanders and induce the enemy to divert major resources from the main area of operations. The decision to conduct such a demonstration is made by the JFC or higher authority on the basis of the recommendations by the CATF and CLF and other designated commanders as appropriate.

**f. Planning Considerations.** In planning amphibious demonstrations, consideration must be given to the following.

- **Location.** The demonstration area must be near enough to the main operation area to permit subsequent employment of the demonstration force in accordance with the plan. On the other hand, it will be sufficiently separated from the main effort to avoid interference and to ensure that the enemy will be materially delayed in repositioning forces. The demonstration area must be suitable for an actual landing, for only in such an area can the threat of landing be plausible. The demonstration area should appear to be a viable threat to the enemy, otherwise the enemy may not react. An alternate landing area will often prove suitable for demonstration purposes. If the purpose of the demonstration is to cause the enemy to prematurely disclose its positions or for harassment, it may be conducted in the vicinity of the main operation area prior to execution.
- **Timing.** The timing of a demonstration conducted in support of another operation must be coordinated to achieve the maximum desired level of reaction from the enemy force.

## AMPHIBIOUS OPERATIONS DURING THE GULF WAR

During the Gulf War, an additional dimension of deception activity, besides masking the stealthy relocation of the coalition line, was the demonstration of amphibious assault capabilities. As part of this ruse, an impressive amphibious assault task force was stationed conspicuously off the coast of Kuwait. This fleet was comprised of forty amphibious landing craft, the largest such force to be assembled since Inchon. The force contained the most up-to-date, equipment-laden amphibious ships, as well as aircraft carriers to provide preparatory air bombardments, close combat support, and helicopter airlift. Battleships provided offshore artillery support. For movement to the beach, these forces were equipped with new LVTP-7s (landing, vehicle, track, personnel), LCAC (landing craft, air cushion) hovercraft, and CH-53E Super Stallion helicopters. In short, this was a powerful and credible force stationed threateningly close to the Iraqi defenses along the coast.

To solidify what must have been the Iraqi military's predicted axis of attack, CENTCOM regularly made references to the press concerning the training capabilities and presence of the amphibious force in the Persian Gulf and, later, off the coast of Kuwait. On 1 February, *Newsweek* magazine carried a feature article on the planned amphibious invasion. To keep the idea of a beach assault in the news, large-scale amphibious rehearsals were conducted, including, notably, the one held during the last 10 days of January in which 8,000 US Marines landed on the coast of Oman. Moreover, during this period, Navy SEALs (sea-air-land teams) carried out numerous missions along the Kuwaiti coast to gather information on the beach gradients and firmness of the sand, the nature and location of minefields, and the disposition of enemy forces. Carrier air and naval artillery missions were also executed throughout the period to support suspicions of a major coalition amphibious assault.

So that Iraqi commanders would continue to anticipate an amphibious attack, US amphibious support vessels along the coast remained positioned as if threatening to attack, and the battleships *Missouri* and *Wisconsin* and carrier-based aircraft continued bombardments. The object was to fix the six Iraqi infantry divisions deployed along the shoreline, and this was achieved. Iraqi strategists made no early effort to withdraw their forces from the coastal defense works, with the consequence that those forces were rapidly pinned against the coast by the 1st and 2d Marine Divisions, which had broken through the lines in the south.

**SOURCE:** *Deception: Deceiving the Enemy in Operation DESERT STORM*, Thomas M. Huber, 1992

•• **Prior to Main Operation.** A demonstration before the main operation is conducted to: (1) Draw enemy forces to the demonstration area and away from the area of the main operation; (2) Cause the enemy to disclose its positions; (3) Provide protracted and systematic

harassment; (4) Divert the attention of the enemy from the main operation; and (5) Cause premature commitment of enemy forces.

•• **Simultaneously with Main Operation.** A demonstration may commence at the

same time as the main operation if it is desired to prevent redeployment of enemy forces and delude the enemy as to the location of the main operation.

• **Subsequent to Main Operation.** A demonstration may be conducted subsequent to the main operation if the desired effect is to divert enemy forces or fire from the point of the main effort. Successive demonstrations may be executed at a number of points after the main operation commences.

- **Forces.** The demonstration force must appear to be of such composition and size as to cause the desired reaction. When the demonstration force is constituted from within the amphibious force, the LF reserve and the shipping in which it is embarked may be employed if the presence of the reserve is not required in the immediate area of the main landing.
- **Supporting Arms.** The demonstration force will execute supporting fires of a nature and scope that ensures credibility. Factors that may serve to limit the amount of supporting fires are the availability of NSFS ships, aircraft, and ammunition supply.
- **Rehearsals.** Sufficient rehearsals will be held to ensure that the demonstration will be realistic.

g. **Action.** The demonstration must occur over a long enough period to allow the enemy to react. The movement of waves toward the beach or LZs must be conducted as a normal ship-to-shore movement, except that boat waves normally do not actually beach and VTOL aircraft waves do not land. Empty landing craft must maintain sufficient distance from the beach to preclude close enemy observation. At a prearranged time or distance from the beach or VLZ, or on signal, the boat waves and VTOL aircraft waves withdraw.

On completion of the demonstration, the demonstration force is dissolved and its elements are reassigned in accordance with the operation order or plan.

## 11. Amphibious Raids

a. **Scope.** An amphibious raid is an operation involving a swift incursion into or the temporary occupation of an objective to accomplish an assigned mission followed by a planned withdrawal.

Amphibious raids are conducted as independent operations or in support of other operations, such as another amphibious landing or land, air, or naval operation. Depending on the purpose of the raid, it may be conducted using covert insertion means, relying on stealth to approach the objective, or overtly with full fire support in a manner that may resemble the early stages of an amphibious assault. Generally, amphibious raids are conducted to:

- Destroy certain targets, particularly those that do not lend themselves to destruction by other means;
- Harass the enemy by attacks on isolated posts, patrols, or headquarters;
- Capture or neutralize key personnel;
- Support forces engaged with the enemy by attacking the enemy rear or flank positions on a seacoast;
- Obtain information on hydrography, terrain, enemy dispositions, strength, movements, and weapons;
- Create a diversion in connection with strategic deception operations;
- Evacuate individuals or materiel; and
- Establish, support, or coordinate unconventional warfare activities.



b. **General.** Rehearsals are more important in preparation for amphibious raids than for other types of amphibious operations. Thorough, integrated rehearsals are essential to precision and speed in executing a raid. All participating forces must be drilled in every detail of debarkation, movement ashore, operations ashore, withdrawal, and re-embarkation.

c. **Planning Considerations.** An amphibious raid is planned and executed in the same general manner as an amphibious assault, except that a raid always includes a provision for withdrawal of the raiding force. The following factors must be considered when planning an amphibious raid.

- The size of the raid force is normally limited to the essential number of personnel required to accomplish the mission. This is done in order to increase the chance of maintaining security and achieving surprise at the objective and to facilitate rapid withdrawal upon completion of the mission.
- It may be unnecessary for selected beaches or LZs to meet all the requirements of an amphibious assault. In small-scale raids, beaches or LZs are chosen from the point of view of ensuring tactical surprise.
- A raid will be of limited duration.
- Final deployment of the raiding force may not be required until it reaches its objective ashore.
- Limited objective and short duration of the amphibious raid will usually simplify logistic requirements.
- Surprise is an essential ingredient in the success of an amphibious raid and offsets the lack of logistic and fire support normally associated with amphibious operations.
- Security during the planning and execution of a raid must receive particular attention, to include full exploitation of deceptive measures. Such deceptive measures may take the form of elaborate cover plans or may be confined to simple ruses.
- The following factors will influence the choice of landing areas for the raid force.
  - Enemy disposition.
  - Sea approaches.
  - Hydrographic and beach characteristics.
  - Availability of LZs.
  - Avenues of approach to the objective and beach exits.
- The estimated time that the raiding force will have to be ashore may influence the choice of H-hour and, consequently, the conditions of visibility under which the raiding force may be landed and withdrawn. It will likewise affect the scope of logistic arrangements.
- Purpose of the raid, including its relation to other concurrent or imminent operations that it may support, will influence the selection of D-day for the raid. In addition, these same factors may affect the availability of shipping, aircraft, and logistic and fire support means for the raid.
- Planning for the embarkation of forces assigned to participate in an amphibious

d. **Detailed Planning Considerations.** The following basic considerations must be considered when planning a raid.



raid is similar to preparation for the amphibious assault, including consideration of OPSEC measures.

- Fire support planning is similar to that for an amphibious assault, except that, where surprise is a major factor, supporting fires usually are withheld and EMCON is maintained until surprise is lost.
- Planning for ship-to-shore movement is generally similar to that for an amphibious assault, except that movement may be made entirely by VTOL aircraft, raiding craft, or LCACs.
- Withdrawal must be planned in detail, including provisions as to time and place for re-embarkation. If the landing point and withdrawal point are not the same, positive means of location and identification of the latter must be established. Special situations may permit planning for withdrawal of the raiding force directly into friendly territory without re-embarkation. Withdrawal by air may be possible when the area of the raid includes a usable airfield or terrain suitable for landing VTOL aircraft. Detailed planning must include provisions for an alternate extraction method in the event of inclement weather. One consideration may be to have the raid force remain ashore in a hiding position until extraction can be executed.

## 12. Amphibious Operations in Support of MOOTW

a. Increasingly, US forces are being called upon to participate in MOOTW that encompass the use of military capabilities across the range of operations short of war.

*JP 3-07, Joint Doctrine for Military Operations Other Than War, as well as other*

*joint and naval warfare publications in the 3-07 series contain additional information.*

b. **Amphibious forces are particularly well suited to conduct many types of MOOTW.** The ability of amphibious forces to operate either OTH or within sight of land provides the ability to demonstrate a varying degree of US force presence. Task-organized amphibious elements, precisely tailored for specific missions, can be inserted, employed, and withdrawn to meet specific military or political objectives. The ability to operate from a sea base reduces the overall “footprint” ashore, thus reducing the potential political impact of the amphibious force as well as reducing the potential threat to soft targets such as logistic support areas and C2 facilities. The maneuverability of amphibious forces also allows them to conduct operations over a large area. Finally, the ship-to-shore movement capability and the ability to shelter, feed, and provide medical care provides amphibious forces with a unique capability to conduct a NEO.

c. The types of MOOTW that may employ amphibious assets are listed in Figure XV-2.

### d. Characteristics

- Amphibious forces must be prepared for involvement in a wide range of MOOTW. In general, MOOTW focus on deterring war, resolving conflict, promoting peace, and supporting civil authorities in response to domestic crises. MOOTW are very sensitive to political considerations due to the overriding goal to prevent, preempt, or limit potential hostilities. In addition, the amphibious force may be only one of many participating US and foreign government or NGOs. As a result, these operations normally have more restrictive ROE than war. As in war, the goal is to achieve national objectives as quickly as possible and conclude operations on terms

## TYPES OF MILITARY OPERATIONS OTHER THAN WAR

- Arms Control
- Peace Operations
- Enforcing Exclusion Zones
- Ensuring Freedom of Navigation and Overflight
- Recovery Operations
- Humanitarian Assistance
- Enforcement of Sanctions and Maritime Intercept Operations
- Nation Assistance and Support to Counterinsurgency
- Department of Defense Support to Counterdrug Operations
- Protection of Shipping
- Show of Force Operations
- Strikes and Raids
- Military Support to Civil Authorities
- Combatting Terrorism
- Noncombatant Evacuation Operations

**Figure XV-2. Types of Military Operations Other Than War**

favorable to the United States and its allies.

- MOOTW are normally conducted overseas in support of US foreign policy or national security objectives. They may also be conducted on US territory or on the seas contiguous to US territory, for operations such as a disaster relief in support of US domestic civil authorities.
- The term “other than war” does not exclude the possibility that combat

operations may be necessary to achieve the overall objectives of the operation. While force commanders must understand the demands of MOOTW and be prepared to tailor warfighting skills to meet the MOOTW situation, they must likewise be prepared for transition to combat.

### e. MOOTW Planning Considerations.

There are many similarities in the planning and execution of various amphibious operations in support of MOOTW and conventional amphibious operations conducted during war. The mission analysis and command estimate processes, for example, are as critical. Of particular importance in the planning process is the development of a clear definition, understanding, and appreciation for all potential threats. Considerations especially pertinent to amphibious operations are shown in Figure XV-3. Increasingly, NGOs are assuming a wider role in international humanitarian situations, and should be a factor for mission planners to consider. In addition to the mere presence of these noncombatant organizations, there is the real possibility that NGO facilities will attract a large concentration of displaced persons within operational areas. Further, planners must address the likelihood that NGOs have been penetrated by hostile intelligence services, or that operatives of such services are present within the population of displaced persons.

*JP 3-07, Joint Doctrine for Military Operations Other than War, provides detailed planning guidance for preparing for these operations.*

**f. Training for MOOTW.** Key to successful participation in MOOTW is education and training of personnel. For most types of operations, warfighting skills may be adaptable to the particular situation. However, for some MOOTW, warfighting skills are not always appropriate. Since forward-deployed combat elements may be called upon on

## CONSIDERATIONS DURING MILITARY OPERATIONS OTHER THAN WAR

- Requirements to comply with more restrictive rules of engagement and a clear understanding of national objectives in what may be a very uncertain, volatile environment.
- Difficulty in maintaining unit integrity.
- Development of a multidisciplinary intelligence gathering agency with a strong focus on the political, cultural, and economic factors that affect the situation.
- Need for establishment of flexible and responsive command and control arrangements.
- Requirement for a comprehensive public affairs capability.
- Establishment of civil affairs organizations.
- Need for coordination with nongovernmental organizations, other government agencies and departments, and multinational partners that may not be traditional US allies and who may harbor long-standing animosities toward other participating nations.
- Unique legal issues requiring legal staff personnel to respond to a variety of complex international and operational legal and regulatory issues.
- Logistics elements employed in quantities disproportionate to their normal military roles, especially during disaster relief and humanitarian assistance operations. Logistic units, like all other units, must be capable of defense, particularly if they deploy alone or in advance of other military forces.
- Medical planning to include the potential to treat host nation population or allied military personnel.
- Requirements for reserve units and individuals not found in the active component to perform specialized functions required in military operations other than war (MOOTW).
- Requirements to plan for eventual transition from MOOTW to combat operations and vice versa to ensure that desired political objectives are achieved and the force is protected. Likewise, plans must be developed for termination of operations, to include transition to civil authorities, marking and clearing minefields, closing financial obligations, and disengagement and redeployment of forces.

**Figure XV-3. Considerations During Military Operations Other Than War**

relatively short notice to participate in a wide variety of MOOTW, predeployment training in appropriate subjects should be conducted for all commanders, staffs, and individuals.

and varied quantity of supplies and equipment embarked, MSC's APF is particularly well suited to support particular types of MOOTW, especially humanitarian assistance and disaster relief operations.

**g. The Afloat Pre-positioning Force in Support of MOOTW.** Because of the large

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## APPENDIX A

### REFERENCES

The development of JP 3-02 is based upon the following primary references.

1. JP 1, *Joint Warfare of the Armed Forces of the United States*.
2. JP 0-2, *Unified Action Armed Forces (UNAAF)*.
3. JP 1-01, *Joint Doctrine Development System*.
4. JP 1-02, *Department of Defense Dictionary of Military and Associated Terms*.
5. JP 2-0, *Doctrine for Intelligence Support to Joint Operations*.
6. JP 3-0, *Doctrine for Joint Operations*.
7. JP 3-01, *Joint Doctrine for Countering Air and Missile Threats*.
8. JP 3-02.1, *Joint Doctrine for Landing Force Operations*.
9. JP 3-02.2, *Joint Doctrine for Amphibious Embarkation*.
10. JP 3-04.1, *Joint Tactics, Techniques, and Procedures for Shipboard Helicopter Operations*.
11. JP 3-05, *Doctrine for Joint Special Operations*.
12. JP 3-05.3, *Joint Special Operations Operational Procedures*.
13. JP 3-07, *Joint Doctrine for Military Operations Other Than War*.
14. JP 3-09, *Doctrine for Joint Fire Support*.
15. JP 3-11, *Joint Doctrine for Operations in Nuclear, Biological, and Chemical (NBC) Environments*.
16. JP 3-15, *Joint Doctrine for Barriers, Obstacles, and Mine Warfare*.
17. JP 3-18, *Joint Doctrine for Forcible Entry Operations*.
18. JP 3-52, *Doctrine for Joint Airspace Control in the Combat Zone*.
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22. JP 5-00.2, *Joint Task Force Planning Guidance and Procedures*.
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33. Naval Warfare Publication 3-02.1, *Ship to Shore Movement*.
34. Naval Warfare Publication 3-02.14, *The Naval Beach Group*.
35. Naval Warfare Publication 3-02.22M, *MSC Support of Amphibious Operations*.
36. Naval Warfare Publication 3-09.11M, *Supporting Arms in Amphibious Operations*.
37. MCDP 1, *Warfighting*.
38. MCDP-6, *Command and Control*.
39. MCWP 3-13, *Employment of Assault Amphibious Vehicles*.
40. MCWP 3-25.10, *Low Altitude Air Defense Handbook*.
41. MCWP 3-23, *Offensive Air Support*.
42. COMSURFWARDEVGRU TACMEMO/OH-17, *Amphibious Operations in a Mine Environment*.

43. *Forward . . . From the Sea: The Navy Operational Concept.*
44. Joint Universal Lessons Learned System (JULLS).
45. Universal Joint Task List.

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# APPENDIX B

## ADMINISTRATIVE INSTRUCTIONS

### 1. User Comments

Users in the field are highly encouraged to submit comments on this publication to: Commander, United States Joint Forces Command, Joint Warfighting Center Code JW100, 116 Lake View Parkway, Suffolk, VA 23435-2697. These comments should address content (accuracy, usefulness, consistency, and organization), writing, and appearance.

### 2. Authorship

The lead agent for this publication is the US Navy. The Joint Staff doctrine sponsor for this publication is the Director for Operational Plans and Joint Force Development (J-7).

### 3. Supersession

This publication supersedes JP 3-02, 8 October 1992, *Joint Doctrine for Amphibious Operations*.

### 4. Change Recommendations

- a. Recommendations for urgent changes to this publication should be submitted:

TO: CNO WASHINGTON DC//N511//  
INFO: JOINT STAFF WASHINGTON DC//J7-JDETD//

Routine changes should be submitted to the Director for Operational Plans and Joint Force Development (J-7), JDETD, 7000 Joint Staff Pentagon, Washington, DC 20318-7000, with info copies to the USJFCOM JWFC.

- b. When a Joint Staff directorate submits a proposal to the Chairman of the Joint Chiefs of Staff that would change source document information reflected in this publication, that directorate will include a proposed change to this publication as an enclosure to its proposal. The Military Services and other organizations are requested to notify the Director, J-7, Joint Staff, when changes to source documents reflected in this publication are initiated.

- c. Record of Changes:

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# GLOSSARY

## PART I — ABBREVIATIONS AND ACRONYMS

AADC	area air defense commander
AAV	amphibious assault vehicle
ACA	airspace control authority
ACE	aviation combat element Marine air-ground task force (MAGTF)
ACO	airspace control order
ACP	airspace control plan
ADC	air defense commander
ADS	air defense section
ADZ	amphibious defense zone
AE	assault echelon
AFOE	assault follow-on echelon
ALLOREQ	allocation request
AO	area of operations
AOA	amphibious objective area
AOC	air operations center
AOI	area of interest
AOR	area of responsibility
APF	afloat pre-positioning force
ASCS	air support control section
ATCS	air traffic control section
ATF	amphibious task force
ATG	amphibious task group
ATO	air tasking order
C2	command and control
C4	command, control, communications, and computers
CAP	crisis action planning
CAS	close air support
CATF	commander, amphibious task force
CG	commanding general
CJCSM	Chairman of the Joint Chiefs of Staff Manual
CLA	cushion launch area
CLF	commander, landing force
CLZ	cushion landing zone
COA	course of action
COG	center of gravity
COMSEC	communications security
CONOPS	concept of operations
CPG	Commander, Amphibious Group
CRTS	casualty receiving and treatment ship
CSS	combat service support
CSSE	combat service support element (MAGTF)
CTF	combined task force

DASC	direct air support center
DCA	defensive counterair
D-day	unnamed day on which operations commence or are scheduled to commence
DZ	drop zone
EA	electronic attack
EMCON	emission control
EPW	enemy prisoner of war
EW	electronic warfare
FFC	force fires coordinator
FFCC	force fires coordination center
FHA	foreign humanitarian assistance
FSA	fire support area
FSCC	fire support coordination center
FSCM	fire support coordinating measure
GCE	ground combat element (MAGTF)
HDC	helicopter direction center
H-hour	specific time an operation or exercise begins
HIDACZ	high-density airspace control zone
HSS	health service support
INFOSEC	information security
IPB	intelligence preparation of the battlespace
IR	intelligence requirement
ISR	intelligence, surveillance, and reconnaissance
JFACC	joint force air component commander
JFC	joint force commander
JP	joint publication
JTF	joint task force
LCAC	landing craft, air cushion
LF	landing force
LFSP	landing force support party
L-hour	specific hour on unnamed day at which a deployment operation commences or is to commence
LOD	line of departure
LOC	line of communications
LOTS	logistics over-the-shore
LZ	landing zone
MACCS	Marine air command and control system
MAGTF	Marine air-ground task force
MCM	mine countermeasure

MCWP	Marine Corps Warfare Publication
MEF	Marine expeditionary force
METOC	meteorological and oceanographic
MEU	Marine expeditionary unit
MOOTW	military operations other than war
MOPP	mission-oriented protective posture
MPF	maritime pre-positioning force
MSC	Military Sealift Command
NBC	nuclear, biological, and chemical
NEO	noncombatant evacuation operation
NGO	nongovernmental organization
nm	nautical mile
NSFS	naval surface fire support
NWP	naval warfare publication
OCA	offensive counterair
OPCON	operational control
OPDS	offshore petroleum discharge system
OPGEN	operation general matter
OPLAN	operation plan
OPORD	operation order
OPSEC	operations security
OPTASK	operation task
OTH	over the horizon
POE	port of embarkation
RADC	regional air defense commander
ROE	rules of engagement
RO/RO	roll-on/roll-off
SAC	supporting arms coordinator
SACC	supporting arms coordination center
SADC	sector air defense commander
SEAL	sea-air-land team
SOF	special operations forces
SZ	surf zone
TA	target acquisition
TACC	tactical air control center (USN); tactical air command center (USMC)
TACLOG	tactical-logistical group
TACON	tactical control
TADC	tactical air direction center
TAOC	tactical air operations center (USMC)
TIC	target information center

# Glossary

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VLZ	vertical landing zone
VSW	very shallow water
VTOL	vertical takeoff and landing

## PART II — TERMS AND DEFINITIONS

**action phase.** In an amphibious operation, the period of time between the arrival of the landing forces of the amphibious force in the operational area and the accomplishment of their mission. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**afloat pre-positioning force.** Shipping maintained in full operational status to afloat pre-position military equipment and supplies in support of combatant commanders' operation plans. The afloat pre-positioning force consists of the three maritime pre-positioning ships squadrons and the afloat pre-positioning ships. Also called APF. (JP 1-02)

**airspace control area.** Airspace that is laterally defined by the boundaries of the operational area. The airspace control area may be subdivided into airspace control sectors. (JP 1-02)

**airspace control authority.** The commander designated to assume overall responsibility for the operation of the airspace control system in the airspace control area. Also called ACA. (JP 1-02)

**amphibious assault.** The principal type of amphibious operation that involves establishing a force on a hostile or potentially hostile shore. (JP 1-02)

**amphibious demonstration.** A type of amphibious operation conducted for the purpose of deceiving the enemy by a show of force with the expectation of deluding the enemy into a course of action unfavorable to him. (JP 1-02)

**amphibious force.** An amphibious task force and a landing force together with other forces that are trained, organized, and

equipped for amphibious operations. Also called AF. (JP 1-02)

**amphibious objective area.** A geographical area (delineated for command and control purposes in the order initiating the amphibious operation) within which is located the objective(s) to be secured by the amphibious force. This area must be of sufficient size to ensure accomplishment of the amphibious force's mission and must provide sufficient area for conducting necessary sea, air, and land operations. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**amphibious operation.** A military operation launched from the sea by an amphibious force, embarked in ships or craft with the primary purpose of introducing a landing force ashore to accomplish the assigned mission. (JP 1-02)

**amphibious raid.** A type of amphibious operation involving swift incursion into or temporary occupation of an objective followed by a planned withdrawal. (JP 1-02)

**amphibious task force.** A Navy task organization formed to conduct amphibious operations. The amphibious task force, together with the landing force and other forces, constitutes the amphibious force. Also called ATF. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**amphibious withdrawal.** A type of amphibious operation involving the extraction of forces by sea in ships or craft from a hostile or potentially hostile shore.

(This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**area air defense commander.** Within a unified command, subordinate unified command, or joint task force, the commander will assign overall responsibility for air defense to a single commander. Normally, this will be the component commander with the preponderance of air defense capability and the command, control, and communications capability and the command, control, and communications capability to plan and execute integrated air defense operations. Representation from the other components involved will be provided, as appropriate, to the area air defense commander's headquarters. Also called AADC. (JP 1-02)

**area of operations.** An operational area defined by the joint force commander for land and naval forces. Areas of operation do not typically encompass the entire operational area of the joint force commander, but should be large enough for component commanders to accomplish their missions and protect their forces. Also called AO. (JP 1-02)

**assault echelon.** In amphibious operations, the element of a force comprised of tailored units and aircraft assigned to conduct the initial assault on the operational area. Also called AE. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**assault follow-on echelon.** In amphibious operations, that echelon of the assault troops, vehicles, aircraft, equipment, and supplies that, though not needed to initiate the assault, is required to support and sustain

the assault. In order to accomplish its purpose, it is normally required in the objective area no later than five days after commencement of the assault landing. Also called AFOE. (JP 1-02)

**attack group.** A subordinate task organization of the navy forces of an amphibious task force. It is composed of assault shipping and supporting naval units designated to transport, protect, land, and initially support a landing group. (JP 1-02)

**beachhead.** A designated area on a hostile or potentially hostile shore that, when seized and held, ensures the continuous landing of troops and materiel, and provides maneuver space requisite for subsequent projected operations ashore. (JP 1-02)

**beach party.** The naval component of the shore party. (JP 1-02)

**centers of gravity.** Those characteristics, capabilities, or sources of power from which a military force derives its freedom of action, physical strength, or will to fight. Also called COGs. (This term and its definition are provided for information and are proposed for inclusion in the next edition of JP 1-02 by JP 3-0.)

**close support area.** Those parts of the ocean operating areas nearest to, but not necessarily in, the objective area. They are assigned to naval support carrier battle groups, surface action groups, surface action units, and certain logistic combat service support elements. (JP 1-02)

**combat loading.** The arrangement of personnel and the stowage of equipment and supplies in a manner designed to conform to the anticipated tactical operation of the organization embarked. Each individual item is stowed so that it can be unloaded at the required time. (JP 1-02)



**commander, amphibious task force.** The Navy officer designated in the order initiating the amphibious operation as the commander of the amphibious task force. Also called CATF. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**commander, landing force.** The officer designated in the order initiating the amphibious operation as the commander of the landing force for an amphibious operation. Also called CLF. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**control group.** Personnel, ships, and craft designated to control the waterborne ship-to-shore movement. (JP 1-02)

**distant retirement area.** In amphibious operations, that sea area located to seaward of the landing area. This area is divided into a number of operating areas to which assault ships may retire and operate in the event of adverse weather or to prevent concentration of ships in the landing area. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**distant support area.** In amphibious operations, the area located in the vicinity of the landing area but at considerable distance seaward of it. These areas are assigned to distant support forces, such as striking forces, surface action groups, surface action units, and their logistic groups. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**embarkation phase.** In amphibious operations, the phase that encompasses the orderly assembly of personnel and materiel and their subsequent loading aboard ships

and/or aircraft in a sequence designed to meet the requirements of the landing force concept of operations ashore. (JP 1-02)

**embarkation plans.** The plans prepared by the landing force and appropriate subordinate commanders containing instructions and information concerning the organization for embarkation, assignment to shipping, supplies and equipment to be embarked, location and assignment of embarkation areas, control and communication arrangements, movement schedules and embarkation sequence, and additional pertinent instructions relating to the embarkation of the landing force. (JP 1-02)

**establishing directive.** An order normally issued to specify the purpose of the support relationship, the effect desired, and the scope of the action to be taken. (This term and its definition are applicable only in the context of this publication and cannot be referenced outside this publication.)

**fire support area.** An appropriate maneuver area assigned to fire support ships by the naval force commander from which they can deliver gunfire support to an amphibious operation. Also called FSA. (JP 1-02)

**follow-up.** In amphibious operations, the reinforcements and stores carried on transport ships and aircraft (not originally part of the amphibious force) that are offloaded after the assault and assault follow-on echelons have been landed. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**force protection.** Actions taken to prevent or mitigate hostile actions against Department of Defense personnel (to include family

members), resources, facilities, and critical information. These actions conserve the force's fighting potential so it can be applied at the decisive time and place and incorporates the coordinated and synchronized offensive and defensive measures to enable the effective employment of the joint force while degrading opportunities for the enemy. Force protection does not include actions to defeat the enemy or protect against accidents, weather, or disease. (This term and its definition are provided for information and are proposed for inclusion in the next edition of JP 1-02 by JP 3-0.)

**go/no-go.** The condition or state of operability of a component or system: "go," functioning properly; or "no-go," not functioning properly. Alternatively, a critical point at which a decision to proceed or not must be made. (JP 1-02)

**H-hour (amphibious operations).** For amphibious operations, the time the first assault elements are scheduled to touchdown on the beach, or a landing zone, and in some cases the commencement of countermine breaching operations. (This term and its definition are approved for inclusion in the next edition of JP 1-02 under the entry for "times.")

**high-density airspace control zone.** Airspace designated in an airspace control plan or airspace control order, in which there is a concentrated employment of numerous and varied weapons and airspace users. A high-density airspace control zone has defined dimensions, which usually coincide with geographical features or navigational aids. Access to a high-density airspace control zone is normally controlled by the maneuver commander. The maneuver commander can also direct a more restrictive weapons status within the high-density airspace control zone. Also called HIDACZ. (JP 1-02)

**integrated planning.** In amphibious operations, the planning accomplished by commanders and staffs of corresponding echelons from parallel chains of command within the amphibious task force. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**intelligence preparation of the battlespace.**

An analytical methodology employed to reduce uncertainties concerning the enemy, environment, and terrain for all types of operations. Intelligence preparation of the battlespace builds an extensive database for each potential area in which a unit may be required to operate. The database is then analyzed in detail to determine the impact of the enemy, environment, and terrain on operations and presents it in graphic form. Intelligence preparation of the battlespace is a continuing process. Also called IPB. (JP 1-02)

**landing area.** 1. That part of the operational area within which are conducted the landing operations of an amphibious force. It includes the beach, the approaches to the beach, the transport areas, the fire support areas, the airspace occupied by close supporting aircraft, and the land included in the advance inland to the initial objective. 2. (Airborne) The general area used for landing troops and materiel either by airdrop or air landing. This area includes one or more drop zones or landing strips. 3. Any specially prepared or selected surface of land, water, or deck designated or used for takeoff and landing of aircraft. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**landing beach.** That portion of a shoreline usually required for the landing of a battalion landing team. However, it may also be that portion of a shoreline constituting a tactical locality (such as the

shore of a bay) over which a force larger or smaller than a battalion landing team may be landed. (JP 1-02)

**landing force.** A Marine Corps or Army task organization formed to conduct amphibious operations. The landing force, together with the amphibious task force and other forces, constitute the amphibious force. Also called LF. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**landing force support party.** A temporary landing force organization composed of Navy and landing force elements, that facilitates the ship-to-shore movement and provides initial combat support and combat service support to the landing force. The landing force support party is brought into existence by a formal activation order issued by the commander, landing force. Also called LFSP. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**landing group.** In amphibious operations, a subordinate task organization of the landing force capable of conducting landing operations, under a single tactical command, against a position or group of positions. (JP 1-02)

**landing group commander.** In amphibious operations, the officer designated by the commander, landing force as the single tactical commander of a subordinate task organization capable of conducting landing operations against a position or group of positions. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**landing plan.** 1. In amphibious operations, a collective term referring to all individually prepared naval and landing force

documents that, taken together, present in detail all instructions for execution of the ship-to-shore movement. (JP 1-02)

**landing site.** 2. In amphibious operations, a continuous segment of coastline over which troops, equipment and supplies can be landed by surface means. (JP 1-02)

**L-hour (amphibious operations).** In amphibious operations, the time at which the first helicopter of the helicopter-borne assault wave touches down in the landing zone. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**lighterage.** A small craft designed to transport cargo or personnel from ship to shore. Lighterage includes amphibians, landing craft, discharge lighters, causeways, and barges. (JP 1-02)

**logistics over-the-shore operations.** The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities in friendly or nondefended territory and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities. Also called LOTS operations. (JP 1-02)

**maritime pre-positioning force operation.** A rapid deployment and assembly of a Marine expeditionary force in a secure area using a combination of strategic airlift and forward-deployed maritime pre-positioning ships. (JP 1-02)

**military operations other than war.** Operations that encompass the use of military capabilities across the range of military operations short of war. These military actions can be applied to complement any combination of the other instruments of national power and occur

before, during, and after war. Also called MOOTW. (JP 1-02)

**Military Sealift Command-controlled ships.**

Those ships assigned by the Military Sealift Command (MSC) for a specific operation. They may be MSC nucleus fleet ships, contract-operated MSC ships, MSC-controlled time or voyage chartered commercial ships, or MSC-controlled ships allocated by the maritime administration to MSC to carry out DOD objectives. (JP 1-02)

**movement phase.** In amphibious operations, the period during which various elements of the amphibious force move from points of embarkation to the operational area. This move may be via rehearsal, staging, or rendezvous areas. The movement phase is completed when the various elements of the amphibious force arrive at their assigned positions in the operational area. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**movement plan.** In amphibious operations, the naval plan providing for the movement of the amphibious task force to the objective area. It includes information and instructions concerning departure of ships from embarkation points, the passage at sea, and the approach to and arrival in assigned positions in the objective area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**naval surface fire support.** Fire provided by Navy surface gun and missile systems in support of a unit or units tasked with achieving the commander's objectives. Also called NSFS. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**operational control.** Command authority that may be exercised by commanders at any

echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the Secretary of Defense. Operational control is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. Also called OPCON. (JP 1-02)

**organization for combat.** In amphibious operations, task organization of landing force units for combat, involving combinations of command, ground and aviation combat, combat support, and combat service support units for accomplishment of missions ashore. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**organization for embarkation.** In amphibious operations, the organization for embarkation consisting of temporary landing force task organizations established by the commander, landing force and a temporary organization of Navy forces established by the commander, amphibious task force for the purpose of simplifying planning and facilitating the execution of embarkation. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**organization for landing.** In amphibious operations, the specific tactical grouping of the landing force for the assault. (JP 1-02)

**outer transport area.** In amphibious operations, an area inside the antisubmarine screen to which assault transports proceed initially after arrival in the objective area. (JP 1-02)

**over-the-horizon amphibious operations.** An operational initiative launched from beyond visual and radar range of the shoreline. (JP 1-02)

**parallel chains of command.** In amphibious operations, a parallel system of command, responding to the interrelationship of Navy, landing force, Air Force, and other major forces assigned, wherein corresponding commanders are established at each subordinate level of all components to facilitate coordinated planning for, and execution of, the amphibious operation. (JP 1-02)

**planning directive.** In amphibious operations, the plan issued by the designated commander, following receipt of the order initiating the amphibious operation, to ensure that the planning process and interdependent plans developed by the amphibious force will be coordinated, completed in the time allowed, and

important aspects not overlooked. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**planning phase.** In amphibious operations, the phase normally denoted by the period extending from the issuance of the order initiating the amphibious operation up to the embarkation phase. The planning phase may occur during movement or at any other time upon receipt of a new mission or change in the operational situation. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**preassault operation.** Operations conducted by the amphibious force upon its arrival in the operational area and prior to H and/or L-hour. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**regulating point.** An anchorage, port, or ocean area to which assault and assault follow-up echelons and follow-up shipping proceed on a schedule, and at which they are normally controlled by the commander, amphibious task force, until needed in the transport area for unloading. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**rehearsal phase.** In amphibious operations, the period during which the prospective operation is practiced for the purpose of: (1) testing adequacy of plans, the timing of detailed operations, and the combat readiness of participating forces; (2) ensuring that all echelons are familiar with plans; and (3) testing communications-information systems. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**screening group.** In amphibious operations, a task organization of ships that furnishes

protection to the task force en route to the objective area and during operations in the objective area. (JP 1-02)

**sea areas.** Areas in the amphibious objective area designated for the stationing of amphibious task force ships. Sea areas include inner transport area, sea echelon area, fire support area, etc. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**seabasing.** In amphibious operations, a technique of basing certain landing force support functions aboard ship which decreases shore-based presence. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**sea echelon.** A portion of the assault shipping which withdraws from, or remains out of, the transport area during an amphibious landing and operates in designated areas to seaward in an on-call or unscheduled status. (JP 1-02)

**sea echelon area.** In amphibious operations, an area to seaward of a transport area from which assault shipping is phased into the transport area, and to which assault shipping withdraws from the transport area. (JP 1-02)

**sea echelon plan.** In amphibious operations, the distribution plan for amphibious shipping in the transport area to minimize losses due to enemy attack by weapons of mass destruction and to reduce the area to be swept of mines. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**ship-to-shore movement.** That portion of the assault phase of an amphibious operation which includes the deployment of the landing force from the assault shipping to designated landing areas. (JP 1-02)

**shore party.** A task organization of the landing force, formed for the purpose of facilitating the landing and movement off the beaches of troops, equipment, and supplies; for the evacuation from the beaches of casualties and enemy prisoners of war; and for facilitating the beaching, retraction, and salvaging of landing ships and craft. It comprises elements of both the naval and landing forces. (JP 1-02)

**staging area.** 1. Amphibious or airborne - A general locality between the mounting area and the objective of an amphibious or airborne expedition, through which the expedition or parts thereof pass after mounting, for refueling, regrouping of ships, and/or exercise, inspection, and redistribution of troops. Also called SA. (JP 1-02)

**subsidiary landing.** In an amphibious operation, a landing usually made outside the designated landing area, the purpose of which is to support the main landing. (JP 1-02)

**support.** 1. The action of a force that aids, protects, complements, or sustains another force in accordance with a directive requiring such action. 2. A unit that helps another unit in battle. 3. An element of a command that assists, protects, or supplies other forces in combat. (JP 1-02)

**supported commander.** 1. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff. 2. In the context of a support command relationship, the commander who receives assistance from another commander's force or capabilities, and who

is responsible for ensuring the supporting commander understands the assistance required. (This term and its definition are provided for information and are proposed for inclusion in the next edition of JP 1-02 by JP 3-0.)

**supporting arms.** Weapons and weapons systems of all types employed to support forces by indirect or direct fire. (JP 1-02)

**supporting commander.** 1. A commander who provides augmentation forces or other support to a supported commander or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate. 2. In the context of a support command relationship, the commander who aids, protects, complements, or sustains another commander's force, and who is responsible for providing the assistance required by the supported commander. (This term and its definition are provided for information and are proposed for inclusion in the next edition of JP 1-02 by JP 3-0.)

**supporting operations.** In amphibious operations, those operations conducted by forces other than those conducted by the amphibious force. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

**tactical control.** Command authority over assigned or attached forces or commands, or military capability or forces made available for tasking, that is limited to the detailed direction and control of movements or maneuvers within the operational area necessary to accomplish missions or tasks assigned. Tactical control is inherent in operational control. Tactical control may be delegated to, and exercised at any level at or below the level of combatant command. When forces are transferred between

combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the Secretary of Defense. Tactical control provides sufficient authority for controlling and directing the application of force or tactical use of combat support assets within the assigned mission or task. Also called TACON. (JP 1-02)

**target information center.** The agency or activity responsible for collecting, displaying, evaluating, and disseminating information pertaining to potential targets. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**transport area.** In amphibious operations, an area assigned to a transport organization for the purpose of debarking troops and equipment. (JP 1-02)

**vertical landing zone.** A specified ground area for landing vertical takeoff and landing aircraft to embark or disembark troops and/or cargo. A landing zone may contain one or more landing sites. Also called VLZ. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

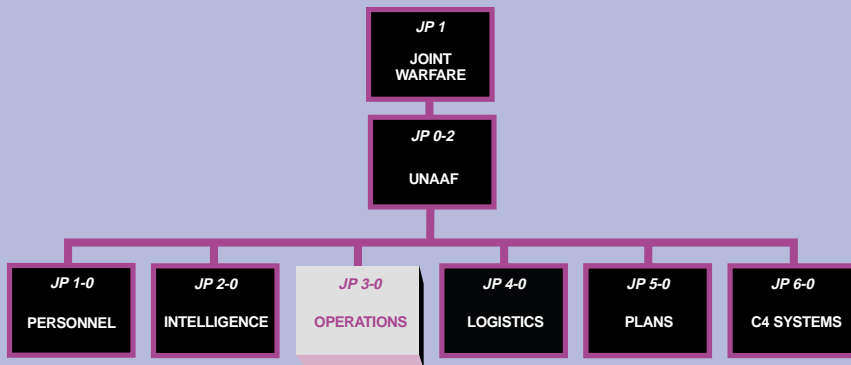
**vertical takeoff and landing aircraft.** Fixed-wing aircraft and helicopters capable of taking off or landing vertically. Also called VTOL aircraft. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

**vertical takeoff and landing aircraft transport area.** Area to the seaward and on the flanks of the outer transport and landing ship areas, but preferably inside the area screen, for launching and/or recovering vertical takeoff and landing aircraft. Also called VTOL aircraft transport area. (This term and its definition are approved for inclusion in the next edition of JP 1-02.)

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# JOINT DOCTRINE PUBLICATIONS HIERARCHY



All joint doctrine and tactics, techniques, and procedures are organized into a comprehensive hierarchy as shown in the chart above. **Joint Publication (JP) 3-02** is in the **Operations** series of joint doctrine publications. The diagram below illustrates an overview of the development process:

